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TOWN PLANNING REPORT CODE ASSESSABLE DEVELOPMENT APPLICATION

MATERIAL CHANGE OF USE (DEVELOPMENT PERMIT)
FOR A CHILDCARE CENTRE
UPON LAND LOCATED AT
23 THALLON STREET, SHERWOOD QLD 4075

ON BEHALF OF
ONEFIN SHERWOOD PTY LTD

OUR REFERENCE: 251142

PROJECT DETAILS

Applicant: OneFin Sherwood Pty Ltd
Project Address: 23 Thallon Street, Sherwood QLD 4075
TPA Project Number: 251142
TPA Project Contact: Vu Nguyen
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1 EXECUTIVE SUMMARY

This report is submitted on behalf of *OneFin Sherwood Pty Ltd* in support of a Material Change of Use (Development Permit) for a new Childcare centre (73 places) upon land located at 23 Thallon Street, Sherwood QLD 4075, more particularly described as Lot 23 on RP893783. The purpose of this report is to detail compliance, or otherwise, with respect to the relevant sections of the *Brisbane City Plan 2014 (v35)* and in accordance with the *Planning Act 2016*.

The proposal seeks Council approval to accommodate a new childcare centre with provision for up to 73 children and ancillary outdoor play areas.

Under the *Brisbane City Plan 2014*, the subject site is identified as being contained within the CF4 Community facilities (Community purposes) zone category as well as the Sherwood-Graceville district neighbourhood plan. The overall intent for this zone and neighbourhood plan is –

- Development provides for the continued use of the land for community facilities identified as appropriate for the particular Community facilities zone precinct; and
- For the continuation of community uses throughout the area, particularly within the Community hub precinct (NPP-005) of the Sherwood-Graceville district neighbourhood to take advantage of the accessibility to the Sherwood and Corinda centres, public transport and adjacent parkland.

In view of the above, the proposal is identified as being consistent with the overall outcomes. Specifically:

- The proposed development is fully maintained at 2-storeys & below 9.5m to ensure the proposed use is of a compatible scale to integrate with the immediate locality and the districts unique character;
- The proposal will ensure continued utilisation of community facilities zoned land for a community use;
- The development incorporates opportunities for landscaping and acoustic fencing to provide a buffer to adjacent residential uses and mitigate any adverse impacts on sensitive receivers;
- The site is appropriately located within proximity to existing community facilities, schools and centres in accordance with the locational requirements of the Childcare centre code; and
- The proposal will service the immediate local community need and will not impact upon the reasonable expectation for traffic levels of the surrounding area.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

2 PROJECT OVERVIEW

Applicant Name	OneFin Sherwood Pty Ltd		
Site Address	23 Thallon Street, Sherwood QLD 4075		
Real Property Description	Lot 23 on RP893783		
Area of Site	1,137m ²		
Development Scheme	Brisbane City Plan 2014 (v35)		
Neighbourhood Plan	Sherwood-Graceville district neighbourhood plan		
Zone	CF4 Community facilities (Community purposes)		
Proposed Development	Material Change of Use for a Childcare centre (73 Places)		
Details of Proposal	Reconfiguration of Lots		
	Existing Lots	N/A	New Lots
Application Type	Aspects of Development	Type of Approval Required	
		Preliminary Approval	Development Permit
	Material Change of Use		✓
	Reconfiguration of a Lot		
	Building Work		
Operational Work			
Level of Assessment	Code Assessment		
Pre-lodgement / Consultation History	N/A		
Public Notification	Not required		
Referral Agencies	Referral Agency	Trigger	
	SARA	Within 25m of State Transport Corridor	
Specialist Report	<ul style="list-style-type: none"> ▪ Architectural Proposal Plans prepared by <i>Raunik Design Group</i>; ▪ Civil Engineering Report prepared by <i>STP Consults</i>; ▪ Stormwater Management Plan prepared by <i>STP Consults</i>; ▪ Traffic Impact Assessment prepared by <i>Lambert & Rehbein Pty Ltd</i>; ▪ Noise Impact Assessment prepared by <i>MWA Environmental</i>; and ▪ Landscape Concept Plan prepared by <i>Dan Rimes Design Pty Ltd</i>. 		
Applicant Contact	Vu Nguyen & Tom Kedda		
Applicant Email	eda@tpalliance.com.au		

3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	23 Thallon Street, Sherwood QLD 4075
Real property description	Lot 23 on RP893783
Area of site	1,137m ²
Zone	CF4 Community facilities (Community purposes)

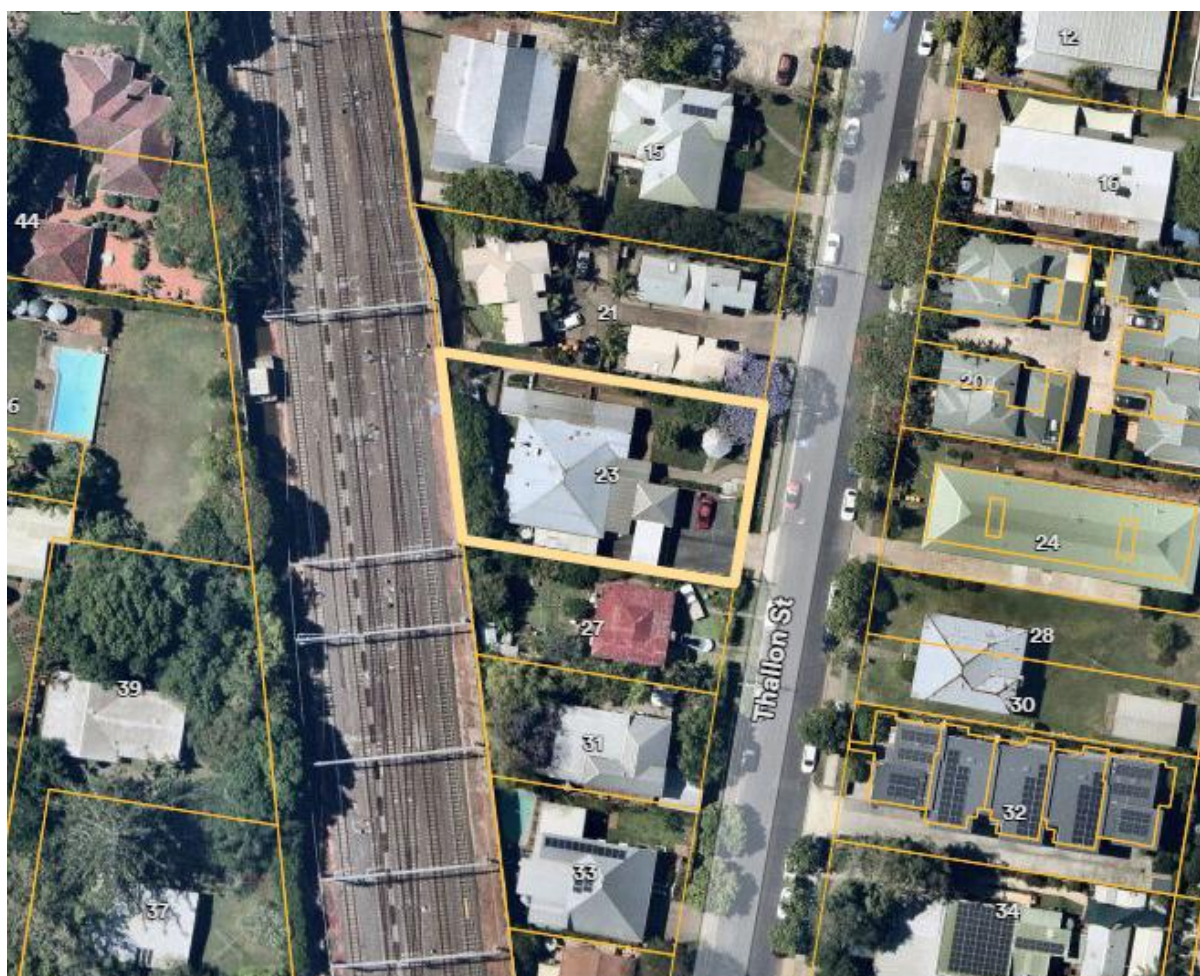


Figure 1: Recent aerial image (November 2025) of the subject site.

3.2 Location

The subject site is located at 23 Thallon Street, Sherwood Qld 4075, more particularly described as Lot 23 on RP893783. Under the *Brisbane City Plan 2014*, the site is identified within the CF4 Community facilities (Community purpose) zone category as well as the Community hub precinct (NPP-005) of the Sherwood-Graceville district neighbourhood plan. The surrounding zoning is comprised of Community facilities, Low & Medium density residential, and District centre zoning designations as illustrated below:

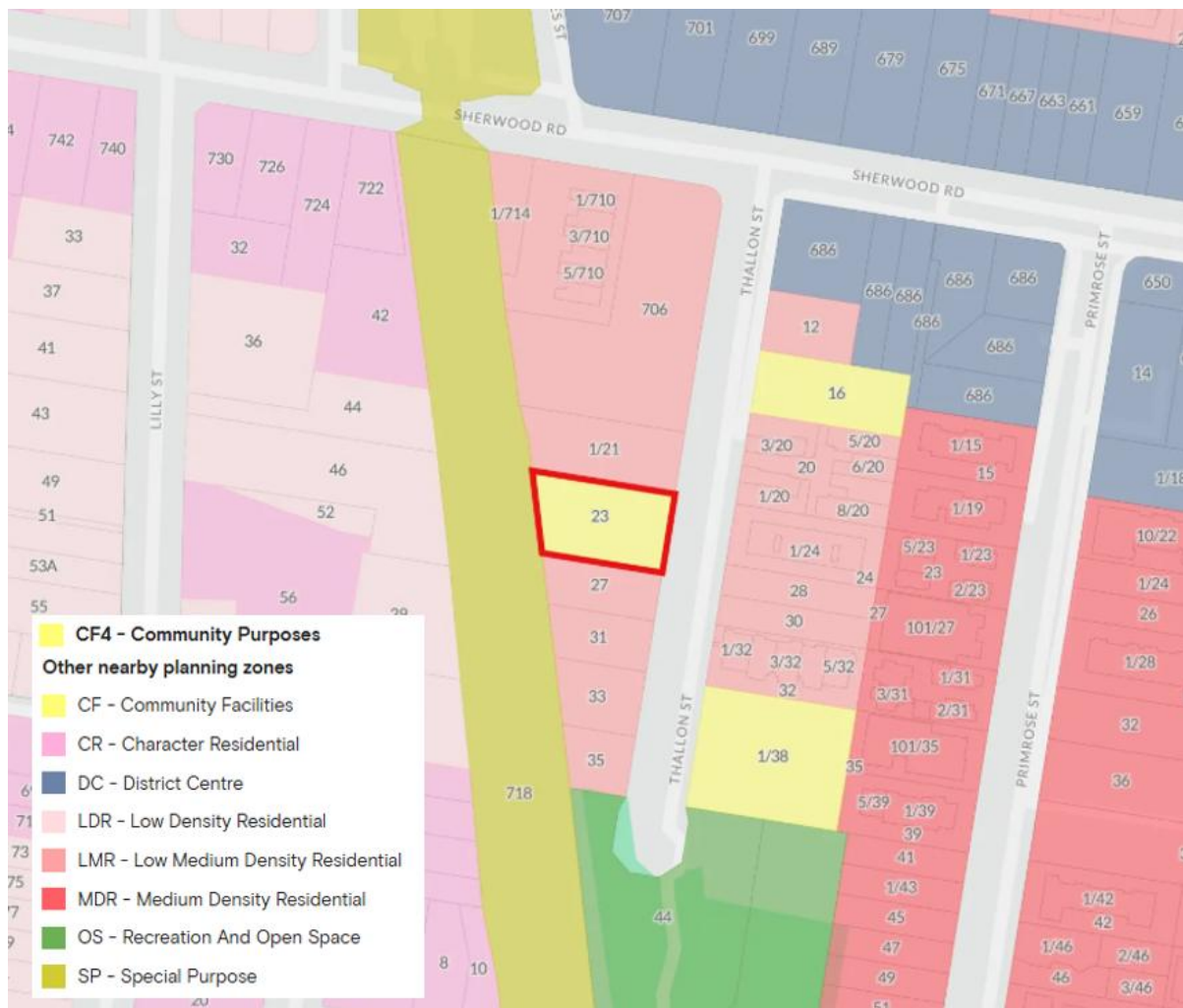


Figure 2: Brisbane City Plan 2014 zone mapping.

Located within the suburb of Sherwood, the site is located within an established suburban setting approximately 10km south of Brisbane’s CBD and is well connected to surrounding residential catchments. The site is readily accessible via Thallon Street and is in close proximity to major arterials including Oxley and Sherwood Roads.

The subject site is identified as being suitably located for the intended use as it is close to other community facilities and nearby centres. The subject site is located within close proximity to the following existing community facilities:

- Within 75m of the subject site on Thallon Street is *Sherwood Neighbourhood Centre Inc* and *Guardian Childcare & Education Sherwood Forest*;
- Within 150 to Sherwood Train Station to the north;
- Within 250m to the east of the subject site is *Sherwood State School*, *St Matthew’s Anglican Church* and *Sherwood Swim School Pool*;
- With a radius of 600m are multiple open space areas and public parks.

3.3 Site Characteristics

The subject site comprises a rectangular configuration encompassing a total area of 1,137m². The subject site benefits from a frontage of 25m to Thallon Street. The site is currently access via a single crossover to Thallon Road, which is classified as a Neighbourhood road (minor road) under the Road hierarchy overlay.

3.3.1 Vegetation

The subject site is devoid and clear of any significant vegetation. Furthermore, Council's protected vegetation enquiry confirms the site does not contain any protected vegetation under NALL, a covenant, development history, heritage listing or property usage.

3.3.2 Flooding

As per both the Flood overlay and Flood awareness mapping, the subject site is not subject to any known flood constraints.

3.3.3 Topography

The sites topography is generally flat, with slope towards the frontage of the site.

3.3.4 Infrastructure / Services

The subject site is located within a well-established area and therefore has adequate access to all necessary services, including Council's reticulated water supply, electricity, sewer, telecommunications and transport.

3.3.5 Easements / Encumbrances

The subject site is not benefitted or burdened by any established easements, encumbrances or covenants that may impact upon the proposed development.

3.4 Site History

No development applications have been cited on Council's *Development.i* service. As noted in the below figure, it is understood that the subject site currently operates as an aged care respite centre.



Figure 3: Subject Site Streetview - January 2024.

4 PROPOSAL

This report is submitted on behalf of *OneFin Sherwood Pty Ltd* in support of a Material Change of Use (Development Permit) for a new Childcare centre (73 places) upon land located at 23 Thallon Street, Sherwood QLD 4075, more particularly described as Lot 23 on RP893783.

The proposal seeks Council approval to establish a 73-place childcare centre across 2-storeys, which will ultimately cater to the surrounding locality and capitalise on the site’s unique location nearby to Sherwood State School and the Sherwood Central Shopping Mall. Market research has highlighted the need for alternative long day care places within the Sherwood catchment which will not only service the supply shortfall, however, will also help meet in part, the need for additional quality long day care places.



Figure 4: Artist's impression of proposed childcare centre as viewed from Thallon Street.

4.1 Proposal Overview

This development application seeks Council approval for a new Childcare centre over the subject site. The proposed facility has been designed with an internal gross floor area (GFA) of 630m², suitable for a maximum of 73 children being cared for in the centre at any one time. The proposed development will provide a total of 514m² of outdoor play space, offering a variety of experiences and opportunities for children of all ages. Moreover, the proposed car parking arrangement has been designed to accommodate a total of 15 on-site car parking spaces inclusive of one (1) PWD bay and a suitably sized, screened and located refuse storage area accessible from the carpark.

Further to the above, key proposal statistics are detailed in the table below as follows:

KEY PROPOSAL STATISTICS	
Number of Children	Up to 73 places
Number of Staff	13 full time equivalent (FTE)
Internal GFA	630m ²
External Playscape	514m ²
Building Height	2-storeys & <9.5m above the NGL
Site Cover	62.8%

KEY PROPOSAL STATISTICS	
Car Parking	15x car parking spaces inclusive of 1x PWD bay
Vehicle Access	6.5m wide, Type B2 crossover from Thallon Street
Operating Hours	6:00am to 6:00pm, Monday to Friday

4.2 Locational Requirements

The subject site is located within the Community purposes precinct of the Community facilities zone which envisages development for the provision of artistic, cultural, social or community services. Therefore, the proposed childcare centre aligns with the zone's intent by providing a use that is specifically designated for the Community purposes precinct. Additionally, this proposal will provide a much-needed community facility that primarily benefits the surrounding residential area, offering a high level of service, experience and facilities.

Given the above, the proposed childcare centre is suitable for the zone and its context, in accordance with Acceptable Outcome AO2.1 of the Childcare centre code.

4.3 Development Layout

The proposed Childcare centre is spread across two (2) levels, with the ground floor of the building comprised of staff facilities and baby/toddler spaces. The upper second level is comprised of additional activity rooms that open to large outdoor play areas atop the ground level. A breakdown of the facilities on each level is as follows:

Ground Floor:

- 15 car parking spaces;
- Entry/foyer reception;
- Refuse storage;
- Kitchen, pantry, laundry and other ancillary equipment and facilities;
- Meeting and staff rooms;
- Three (3) sleep rooms;
- One (1) Bathroom and prep room;
- Two (2) activity rooms for ages 0-2; and
- Outdoor play area.

First Floor:

- Three (3) activity rooms;
- Two (2) bathroom and prep rooms;
- Storage and PWD bathroom; and
- Two (2) conjoined outdoor play areas.

4.4 Building Height

Following a review of the existing streetscape and built form it is apparent the surrounding building height varies from 1-2 storeys. As such, the proposed development for a 2-storey building, maintained below 9.5m above natural ground level (NGL) is keeping with the established bulk and scale of the zone and locality.

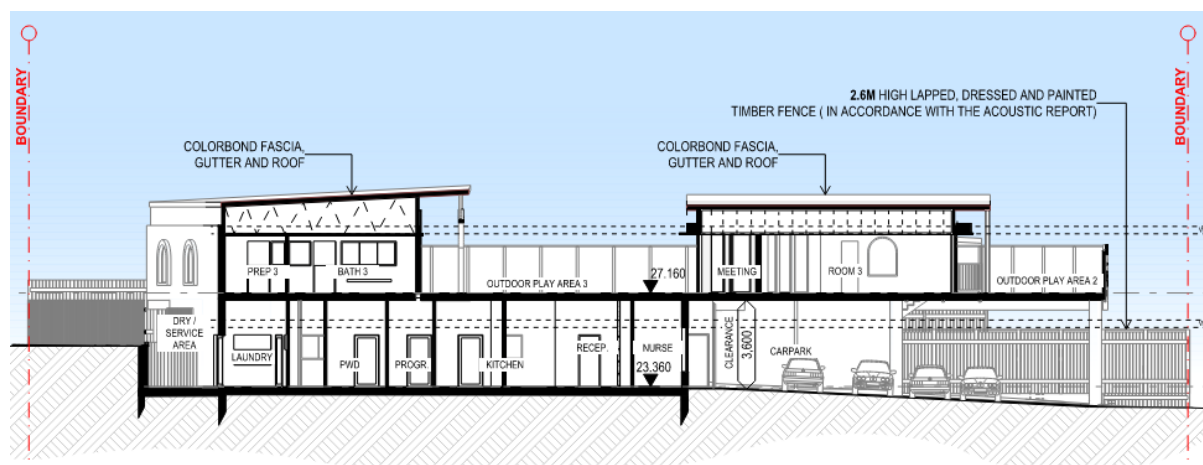


Figure 5: Proposed side section indicating proposed 2-storey building height.

4.5 Setbacks

In this instance the relevant Zone code and applicable Development code does not provide provisions for setbacks. As such, the proposed setbacks are designed to be sympathetic to the adjoining developments and in keeping with the intended bulk and scale of the local area. Specifically:

Front Setback:

The development proposed a front boundary setback of 3.25m to the wall on Level 1, which is consistent with the existing setback pattern along Thallon Street. As shown in Figure 6 below, a 1.5m wide landscape buffer within the front setback zone will help to softened the built form and screen the car park from view. The generous building setback proposed, coupled with meaningful boundary landscaping, will ensure the childcare centre is aligned with the community's expectation for built form in the locality.

Side Setback:

The proposal achieves a varied setback from 3m to 3.5m to the building line along both side boundaries. The setback allows for generous landscaping areas and is considered to provide sufficient separation from the adjoining premises to ensure appropriate access to sunlight and breeze is maintained.

Rear Setback:

The proposed development will have a minimum rear setback of 3m to the building wall across both levels. Within this setback area, there will be substantial deep planting and outdoor play space provided to soften the built form and assist in balancing the built and natural elements. Given the development sites back onto a railway line, 3m is considered to be sufficient separation.

4.6 Landscaping

The proposed development has been designed to accommodate generous landscaping throughout the site, including a number of deep planting zones with a combined area of 114m² (approx. 10% of the site area). Landscaping is provided with an emphasis on achieving a sufficient buffer to adjacent premises, screening the car park and seamless integration with the centres outdoor play areas. The proposal also includes a 1.8m high boundary fences along the side and rear boundaries.

As detailed in the attached Landscape Concept Plan prepared by *Dan Rimes Design*, the proposal will incorporate a diversity of plant species that reflects the environmental values of the site and surrounds.



Figure 6: Proposed Landscape Concept Plan.

4.7 Car Parking, Vehicle Access & Manoeuvring

Pursuant to the *Brisbane City Plan 2014* (v35), the prescribed car parking rate for a childcare centre, as per Table 14 of Transport, access, parking and servicing planning scheme policy (TAPS PSPS), is as follows:

- 1 space per 5 children - 60% of these spaces are for staff and can be provided in tandem.

The proposal seeks to establish a carpark for the Childcare Centre with 15 parking spaces, including 1 disabled bay for drop-off. The proposal is considered to satisfy and comply with the minimum car parking requirements in accordance with the Transport, access, parking and servicing planning scheme policy (TAP PSP).

As per the Architectural Proposal Plans enclosed, the proposed Childcare centre will achieve access via a new 6.5m wide, Type B1 crossover from Thallon Street. The standard crossover arrangement is accessible directly from the car parking area located at the front of site underneath Level 1.

Within the Community hub precinct (NPP-005) of the Sherwood—Graceville district neighbourhood plan code, it is acknowledged that AO22.1 seeks parking to be located at the rear of properties or underground to avoid dominating the streetscape. In this instance, the proposed car parking is located at the front of the site; however, the development achieves the intent of PO22 for the reasons outlined below:

- The proposed car parking area is visually recessed beneath Level 1 of the building and is not presented as an expansive at-grade hardstand area. Landscaping within the frontage, together with articulated façades and integrated landscaped screening, prevents the car park from visually dominating the development when viewed from the streetscape.
- From a functional perspective, the site is constrained by its single street frontage and rear interface with a railway corridor. There is no rear laneway access. Relocating parking to the rear would require vehicles to pass through outdoor play areas and introduce internal safety conflicts.
- The proposed front-loaded arrangement provides direct and efficient access from Thallon Street, minimises internal vehicle manoeuvring and supports safe vehicle circulation for a childcare use characterised by short-stay drop-off and pick-up activity.

- The proposed front-loaded arrangement provides direct and efficient access from Thallon Street, minimises internal vehicle manoeuvring and supports safe vehicle circulation for a childcare use characterised by short-stay drop-off and pick-up activity.

Accordingly, while the proposal does not strictly comply with AO22.1, the parking configuration is designed and integrated such that it does not dominate the streetscape. More importantly, locating parking adjacent to the main entry improves safety and accessibility for parents and carers with young children, including those utilising the accessible parking space. The development achieves the intent of PO22 by ensuring the built form and landscaping define the frontage, delivering a high-quality outcome consistent with the character and function of the Community hub precinct.

As part of this application, it is also of note that a line marked street park will be relocated to accommodate the proposed crossover. The proposed relocated PWD parking space has been designed generally in accordance with the requirements of AS2890.5 and is presented in the attached Traffic Impact Assessment prepared by Lambert & Rehbein. We request that Council please condition replacement signage and line marking accordingly.

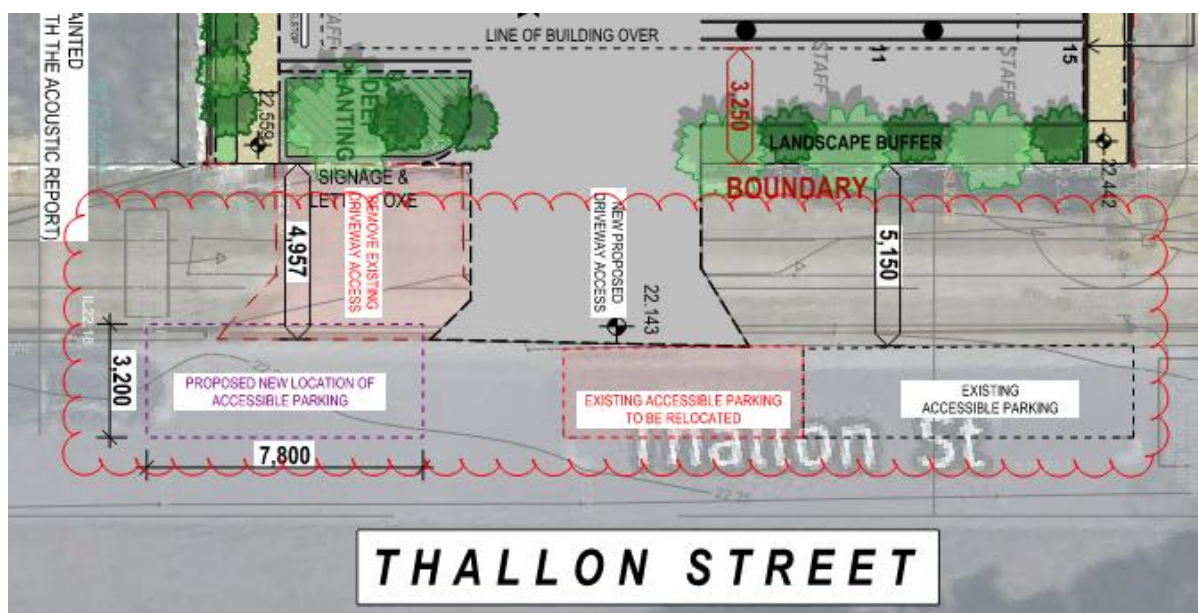


Figure 7: Proposed access arrangement from Thallon Street.

4.8 Servicing & Refuse Collection

Servicing:

Given the nature of the proposed development, the demand for service vehicles is expected to be very limited. With the exception of the occasional delivery vehicle or tradesman, the only servicing requirement would be regular refuse collection.

As per Table 1 of Council’s TAPS PSP, the appropriate design vehicle for a childcare centre is a VAN. Whilst no dedicated van bay is proposed in the car park area (given the low frequency with which such a vehicle is expected to require access to the site), it is likely that any such vehicle would typically access the development outside the peak drop-off and pick-up periods for the centre when the car park is largely unoccupied, and could therefore use any available parking space within the car park.

Refuse Collection:

With respect to refuse collection, a single bin storage area has been located within the ground floor building core, directly accessible from the car park. The refuse storage area is suitable to accommodate 1,100L bulk bins which will be collected by a rear load Refuse Collection Vehicle (RCV). A single reverse manoeuvre from

the street which is permitted under Council's Refuse planning scheme policy given Thallon Street (a Neighbourhood road) is not classified as an arterial road. The swept path analysis is included within Appendix B of the Traffic Impact Assessment prepared by *Lambert & Rehbein*.

Overall, the proposed servicing / refuse collection arrangements are considered to be appropriate given the nature and scale of the development.

4.9 Hours of Operation

The proposed hours of operation for the Childcare centre are between 6:00am & 6:00pm, Monday to Friday, with outdoor play areas only to be used between 7:00am & 6:00pm. This outcome is considered consistent with a number of approved childcare centre operators located throughout Brisbane. It is acknowledged that these hours of operation proposed are slightly outside of the preferred operating hours as per AO2.2 & AO10.3 of the Childcare centre code. On this basis, we are seeking Performance Outcomes in this instance, which state as follows:

PO2

Development is of a nature, scale, design and construction that prevents adverse impacts on the amenity of nearby sensitive uses.

PO10

Development is of a nature and scale which does not result in noise emissions that exceed the following criteria:

- a. *LAeq,adj,T emitted from the development is not greater than the rating background level plus 3 at the sensitive use.*
Where T is:
 - a. *Day (7am to 6pm): 11 hr;*
 - b. *Evening (6pm to 10pm): 4 hr;*
 - c. *Night (10pm to 7am): 9hr.*

Compliance with both PO2 & PO10 is achieved in this instance for the following reasons:

- It is proposed to extend the hours of operation in the morning to allow for additional drop-off and pick-up times for parents before and after work. The additional operational time in the morning is not seen to result in impacts to the surrounding sensitive land uses given there is significant movement along Sherwood Road and the railway corridor.
- The proposed bulk, scale and day-to-day operations of the facility are not expected to result in adverse amenity impacts to nearby sensitive land uses. Importantly, the proposed development is inclusive of acoustic barriers and provides appropriate landscaping along the side and rear boundaries to ensure the noise emissions do not exceed the prescribed criteria.
- The proposal achieves a deep planting area of 114m² (10% of the site area) which provides additional buffering between sensitive land uses and assists in providing both visual and acoustic privacy.
- The overall built form of the proposal will reflect a nature and scale which is compatible with the Community facility zone given it provides a 2-storey built form from the street and is fully maintained under 9.5m above NGL.
- A full assessment of the proposal against the Noise Planning Criteria has been undertaken within the Noise Impact Assessment prepared by *MWA Environmental* and concludes that the assessment criteria can be achieved by the development.

Based on the above, the proposal is considered to comply against the Performance Outcome (PO2 & PO10) of the Childcare centre code.

4.10 Infrastructure & Stormwater Management

All urban services including reticulated water, reticulated sewer, electricity and telecommunication services are provided on site. Stormwater quality and quantity will be managed onsite in accordance with Council's Stormwater code. For further detail, please see the attached Civil Engineering Report & Stormwater Management Plan prepared by *STP Consultants*.

Overall, this report finds that the proposed development meets the requirements of the *Brisbane City Plan 2014* and relevant assessment benchmarks. We seek approval subject to reasonable and relevant conditions.

5 TOWN PLANNING FRAMEWORK

5.1 State Government

5.1.1 Planning Act 2016 - Framework

The *Planning Act 2016* provides the statutory planning framework for the State of Queensland and outlines the statutory process for preparing, assessing and deciding development applications. The proposal will be assessed in accordance with the Development Assessment (DA) Rules under section 68(1) of the *Planning Act 2016*.

5.1.2 State Planning Policies

The *State Planning Policy* (SPP) came into effect on 3 July 2017 and expresses the State's interests in land use planning and development.

Part E of the SPP outlines the State interest policies and assessment benchmarks. The assessment benchmarks are applicable to the assessment of development applications to the extent that the SPP has not been identified in a Planning Scheme as being appropriately integrated.

The State Planning Policy is identified in the *Brisbane City Plan 2014* as being appropriately integrated with the exception of the following:

- Natural hazards, risk and resilience; and
- Strategic airports and aviation facilities.

As such, the above State interest policies and assessment benchmarks are addressed as follows:

STATE INTEREST	RESPONSE	COMPLIANCE
SAFETY AND RESILIENCE TO HAZARDS		
Natural hazards, risk and resilience	The proposal is not subject to risks from natural hazard.	✓
INFRASTRUCTURE		
Strategic airports and aviation facilities	The proposal will maintain the safety, efficiency and operational integrity of strategic airports.	✓

5.1.3 Referral Agency

As of 3 July 2017, the Department of State Development, Infrastructure and Planning launched the State Assessment and Referral Agency (SARA). In accordance with the *Planning Act 2016*, a Referral Agency is responsible for the assessment of development applications.

In accordance with the *Planning Regulation 2017*, the application triggers referral on the following grounds:

- Within 25m of State Transport Corridor – The site is located within 25m of State transport corridors, being a railway corridor. As such, the proposed Material change of use will trigger referral to SARA under Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Column 2 of the *Planning Regulation 2017* as the application relates to premises within 25m of a State-transport corridor.

5.1.4 State Development Assessment Provisions

The State Development Assessment Provisions came into effect on 3 July 2017 and set out matters of interest to the State for development assessment where the State has justification as an assessment manager or referral agency.

As this application triggers referral to the State Assessment and Referral Agency, the State Development Assessment Provisions are identified as being applicable. The application triggers assessment against the following State Codes:

- State Code 2: Development in a railway environment
 - Table 2.1: Development in general
 - Table 2.2: Filling, excavation, building foundations and retaining structures
 - Table 2.3: Railway crossings
 - Table 2.4: Environmental emissions
 - Table 2.5: Development in a future railway corridor

State Code 2 has been addressed within the State Code Assessment enclosed within the appendices below.

5.1.5 Shaping SEQ – South East Queensland Regional Plan 2023

The subject site is identified within the Urban Footprint designation of Shaping SEQ. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space.

The proposed development reflects community facilities development in keeping with the intent of the Urban footprint.

5.2 Local Government

5.2.1 Definition

The *Brisbane City Plan 2014* defines a **Childcare centre** as:

Childcare centre

“Childcare centre means the use of premises for the care, education and minding, but not residence, of children”

Examples of a childcare centre— before or after school care, crèche, early childhood centre, kindergarten, vacation care

Consistent with the above definition, the development application seeks Council approval for a new Childcare centre over the subject site.

5.2.2 Category of Assessment

Under the *Brisbane City Plan 2014*, the site is identified within the Community facilities zone, the Sherwood-Graceville district neighbourhood plan, and the following overlays:

- Airport environs overlay;
- Bicycle network overlay;
- Community purposes network overlay;
- Critical infrastructure and movement network overlay;
- Road hierarchy overlay;
- Streetscape hierarchy overlay; and
- Transport noise corridor overlay.

Pursuant to Part 5 of the *Brisbane City Plan 2014*, the proposed development is subject to the following category of assessment:

CATEGORY OF ASSESSMENT	
ZONE	
COMMUNITY FACILITIES ZONE	
Code assessment	In accordance with Table 5.5.19 – Community facilities zone (Community purpose precinct), a Material Change of Use for the proposed development is subject to Code Assessment, if in the Community purpose precinct and involving a new premises or an existing premises with an increase in gross floor area. As such, the proposal is identified as triggering Code Assessment and the Community Facilities Zone Code is addressed as part of this application.
NEIGHBOURHOOD PLAN	
Sherwood-Graceville district neighbourhood plan	
No change	In accordance with Table 5.9.62.A – Sherwood–Graceville district neighbourhood plan, a Material Change of Use for the proposed development reflects no change. Notwithstanding, the Sherwood–Graceville district neighbourhood plan code has been addressed a part of this application.
OVERLAYS	
Airport Environs Overlay	
Code assessment	In accordance with Table 5.10.2–Levels of Assessment for Airport Environs Overlay, there is no level of assessment nominated for a Material Change of Use in the Conical limitations surface boundary (OLS) and Procedures for air navigation surfaces (PANS) sub-categories or BBS zone – Distance from airport 8-13km sub-categories. As such, the Airport Environs Overlay does not alter the level of assessment. Notwithstanding, an assessment against the Overlay Code has been undertaken.
Bicycle Network Overlay	
Code assessment	In accordance with Table 5.10.3 – Level of Assessment for Bicycle Network Overlay, a Material Change of Use where involving a new premises is Code Assessable. As such, the prevailing level of assessment is not altered and the Bicycle Network Overlay Code will be addressed.
Community purposes network overlay	
Code assessment	In accordance with Table 5.10.7A – Community purposes network overlay, a Material Change of Use within this overlay is subject to Code Assessment. As such, the Community purposes network overlay code has been addressed in Appendix 1.
Critical infrastructure and movement network overlay	
Not applicable	In accordance with Table 5.10.8 – Critical Infrastructure and Movement Network Overlay, there is no level of assessment nominated for a Material Change of Use for the proposal. As such, there is no change to the Level of Assessment and no assessment required against the Critical Infrastructure and Movement Network Overlay.
Road hierarchy overlay	
Code assessment	In accordance with Table 5.10.18 – Road Hierarchy Overlay, a Material Change of Use for the proposal involving a new premise is subject to Code Assessment, if assessable development in the zone or neighbourhood plan. As such, the Road hierarchy overlay code has been addressed in Appendix 1.

CATEGORY OF ASSESSMENT	
Streetscape hierarchy overlay	
Code assessment	In accordance with Table 5.10.20 – Streetscape Hierarchy Overlay, a Material Change of Use for the proposal involving a new premise is subject to Code Assessment, if assessable development in the zone or neighbourhood plan. As such, the Streetscape hierarchy overlay code has been addressed in Appendix 1.
Transport noise corridor overlay	
Not applicable	In accordance with Table 5.10.23 – Transport noise corridor overlay, a Material Change of Use for a Childcare centre is not listed. As such, there is no change to the level of assessment and the proposal is not assessable against the Transport noise corridor overlay code.

In view of the above, the proposed development is subject to **Code Assessment**. As per the Development Assessment Rules (DA Rules), public notification is not required.

5.2.3 Applicable Codes

In accordance with Part 5 of the *Brisbane City Plan 2014*, the proposed development is subject to Code assessment. As such, the proposed development must be considered against the relevant assessment benchmarks only, as stipulated by the *City Plan* and the higher order provisions of the *Planning Act 2016* (identified within Section 5.1 above).

Accordingly, the following City Plan codes have been identified as being the relevant assessment benchmarks for the proposed development:

APPLICABLE CODES	
Zone Codes	<ul style="list-style-type: none"> ▪ Community facilities zone code
Neighbourhood Plan Codes	<ul style="list-style-type: none"> ▪ Sherwood-Graceville district neighbourhood plan code
Development Codes	<ul style="list-style-type: none"> ▪ Childcare centre code ▪ Community facilities code
Prescribed Secondary Codes	<ul style="list-style-type: none"> ▪ Filling and excavation code ▪ Infrastructure design code ▪ Landscape work code Outdoor lighting code ▪ Stormwater code ▪ Transport, access, parking and servicing code Wastewater code
Overlay Codes	<ul style="list-style-type: none"> ▪ Airport environs overlay code ▪ Bicycle network overlay code ▪ Community purposes network overlay code ▪ Road hierarchy overlay code ▪ Streetscape hierarchy overlay code ▪ Transport air quality corridor overlay code

The above codes have been addressed in both **Appendix 1** of this report as well as the ancillary consultant reports included as part of this application material.

6 CONCLUSIONS

This report is submitted on behalf of *OneFin Sherwood Pty Ltd* in support of a Material Change of Use (Development Permit) for a new Childcare centre (73 places) upon land located at 23 Thallon Street, Sherwood QLD 4075, more particularly described as Lot 23 on RP893783. The purpose of this report is to detail compliance, or otherwise, with respect to the relevant sections of the *Brisbane City Plan 2014 (v35)* and in accordance with the *Planning Act 2016*.

As detailed throughout this report, there are sufficient grounds for the Brisbane City Council to support this Development Application. Importantly, the proposed development has been assessed against the relevant provisions of the *Brisbane City Plan 2014 (v35)* and the subject site's context within the streetscape and site particulars. The merits of the proposal have been expressed and it was found that the proposal is fully compliant with the provisions of the planning scheme.

The proposal achieves a high-quality design outcome that will comfortably co-exist within the existing residential pattern and maintain a suitable amenity for residents. Further, an integrated landscape and built form has been achieved to provide a softened interface with all adjoining residential allotments whilst delivering a new childcare centre offering with an unrivalled level of service, experience and facilities for the Sherwood catchment.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

7 APPENDICES – CODE ASSESSMENTS

7.1 Code Assessment - Brisbane City Plan 2014

APPENDIX 1 – BRISBANE CITY PLAN 2014 CODE ASSESSMENT

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1. ZONE CODE

1.1. Community Facilities Zone Code

Effective V35 – 05 December 2025

1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the community facilities zone is to provide for community-related uses, activities and facilities, whether publicly or privately owned, including, for example:</p> <ul style="list-style-type: none"> (a) educational establishments; and (b) hospitals; and (c) transport and telecommunication networks; and (d) utility installations. 		
<p>(2) The purpose of the zone will be achieved through overall outcomes for:</p> <ul style="list-style-type: none"> (a) zone role; (b) development location and uses; (c) development form; (d) the following zone precincts: <ul style="list-style-type: none"> (i) Cemetery zone precinct; (ii) Community purposes zone precinct; (iii) Education purposes zone precinct; (iv) Emergency services zone precinct; (v) Health care purposes zone precinct; (vi) Major health care zone precinct; 		
<p>(3) Zone role overall outcomes are:</p> <ul style="list-style-type: none"> (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> (i) Theme 2: Brisbane’s outstanding lifestyle and Element 2.4 – Brisbane’s community facilities, services, open space and recreation infrastructure; (ii) Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.2 – Brisbane’s other infrastructure networks; (iii) Theme 5: Brisbane’s CityShape, Element 5.3 – Brisbane’s Major Centres, Element 5.4 – Brisbane’s Special Centres and Element 5.5 – Brisbane’s Suburban Living Areas. 		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(4) Development location and uses overall outcomes are:		
(a) Development provides for the continued use of the land for community facilities identified as appropriate for the particular Community facilities zone precinct.	The proposal is for a new Childcare centre (community facility) and is identified as an appropriate use within the Community purpose precinct.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development enables community facilities to play a key role in developing and maintaining community networks, services and community health and wellbeing and contributes to the city being well served with community buildings, facilities, spaces and activities meeting the diversity of community needs.	The proposal provides for much-needed additional supply of Childcare services for the Sherwood locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development provides for both privately owned community facilities and community facilities that are owned or operated by federal, state or local government.	The subject site is privately owned.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development ensures that where a use within a Community facilities zone precinct ceases and is no longer fulfilling the intended purpose of the relevant zone precinct, that it is replaced with another community facility.	The proposal continues the use of a community facility via a new Childcare centre.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Development that limits the ongoing operation and expansion of an existing community facility or prejudices the establishment of a new community facility appropriate to the relevant zone precinct is not accommodated.	The proposal continues the use of a community facility via a new Childcare centre.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) Development in a particular zone precinct is predominantly for community facilities that are envisaged in that zone precinct, unless an appropriate adaptation of the premises for another community facility use can be demonstrated.	The proposal is for a new Childcare centre (community facility) and is identified as an appropriate use within the Community purpose precinct.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(g) Development improves the use of existing community facilities infrastructure to ensure accessibility and multiple uses.	The proposal is for a new Childcare centre (community facility) and is identified as an appropriate use within the Community purpose precinct.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(h) Development for a use not anticipated in the relevant zone precinct may be accommodated where it is demonstrated that the proposal is safe, well designed, integrated with the surrounding area and offers compensatory community benefits.	The proposal does not involve a use that is not anticipated within the zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(i) Development: (i) is appropriately located according to the type of proposed use; (ii) is highly accessible and preferably integrated and co-located with complementary uses where possible; (iii) is of a scale, height and bulk that provides a high level of amenity; (iv) is generally consistent with the character of the area; (v) transitions sensitively to surrounding uses.	The proposed development is highly accessible as it is located along Thallon Road. The proposal achieves a compliant building height of 2 storeys (under 9.5m) and will be of a scale and bulk that is consistent with the streetscape.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(j) Development is supported by complementary uses of an appropriate scale and purpose which directly serve the employees and activities of the relevant zone precinct and do not compromise the commercial, retail or community service role and function of nearby centre activities.	The proposal provides for much-needed additional supply of Childcare services for the Sherwood locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(5) Development form overall outcomes are:		
(a) Development for a major government facility or service is of a form tailored to the particular operational, functional and locational requirements of the use.	Proposal is not for a major government facility.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development creates a variety of building forms, materials and facade treatments.	The proposal adopts a variety of building forms, materials and façade treatment.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development manages amenity impacts (including glare, odour, light, noise, traffic, parking, servicing and hours of operation) and provides a sensitive transition between a use in the Community facilities zone and adjoining sensitive uses.	The proposal provides generous setback and landscaping along the side boundaries with acoustic fencing to ensure the amenity impacts to adjoining sensitive uses are mitigated.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Development supplies infrastructure, service and utilities at a level that is commensurate with the level of service demands generated by the use.	The subject site is well-located and serviced with infrastructure and utility to support the proposal.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Development maximises road, rail, public transport and active transport connections and accessibility between community facilities and key destinations to ensure efficient and safe movement of people and goods and a high level of accessibility for visitors, patrons and employees of the community facility use.	The subject site is well-located and serviced with infrastructure and utility to support the proposal.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) Development is designed, constructed and operated to maintain the safety and security of people and property.	The proposal has been strategically designed to maintain the safety and security of people and property.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(g) Development achieves a satisfactory standard of environmental performance by adopting principles of innovative, sustainable and efficient design, construction and operation to encourage water conservation and responsiveness to climate.	The proposal will be designed to achieve a high standard of environmental performance.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(h) Development for a community facility that is a major economic driver, such as a hospital, consolidates its role in facilitating growth in allied fields such as medical research and product development drawing visiting research academics and clinical professionals to the region and functioning as a major employment generator.	The proposal is not a major economic driver.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(i) Development responds to land constraints, mitigates any adverse impacts on environmental values and natural features, and addresses other specific characteristics as identified by overlays affecting the sites or in a code applicable to the development	The proposal is designed to respond to land constraints such as the topography of the site.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(j) Development for a use other than a community facility that is provided in conjunction with a community facility use incorporates a design that allows for reasonable adaptability and expansion, where necessary, of the community facility.	The proposal is for a Childcare centre.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(6) Cemetery zone precinct overall outcomes are:		
(a) Development provides premises for the handling and internment of bodies after death.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(7) Community purposes zone precinct overall outcomes are:		
(a) Development provides premises for the provision of artistic, cultural, social or community services, which may also include ancillary administration and catering facilities.	The proposal provides for the provision of a Childcare centre to provide community services to the Sherwood locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development for a complementary use such as a food and drink outlet, function facility, health care service, office or shop, where they support and enhance the primary use, may also be accommodated.	The proposal is not for a food and drink outlet, function facility or health care service.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development for purpose-built premises for residential occupation by the elderly, young or people with disabilities, such as a residential care facility or a retirement facility, together with ancillary convenience activities and allied services (care co-located uses), may be accommodated.	The proposal provides for the provision of a Childcare centre to provide community services to the Sherwood locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development for a small-scale non-residential use such as health care service, office, shop or veterinary service, where serving local residents' day-to-day needs, and not undermining the viability of nearby centres, may also be accommodated in a predominantly residential area.	The proposal provides for the provision of a Childcare centre to provide community services to the Sherwood locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(8) Education purposes zone precinct overall outcomes are:		
(a) Development provides premises for training and instruction designed to impart knowledge and develop skills.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development may provide for recreation opportunities and ancillary administrative and catering functions to serve students and staff.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(9) Emergency services zone precinct overall outcomes are:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(a) Development provides facilities for government bodies or community organisations that respond to community needs for the protection of persons, property and the environment, offering essential emergency services and disaster management responses, as well as supporting activities such as administration and training facilities.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(10) Health care purposes zone precinct overall outcomes are:		
(a) Development provides premises with day clinic and administrative functions that involve medical, paramedical, alternative therapies and general health care treatment for the local community.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development for premises for residential occupation by the elderly, young or people with disabilities, with ancillary convenience activities and allied services provided to cater for their particular needs, may be accommodated.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(11) Major health care zone precinct overall outcomes are:		
(a) Development provides premises for medical or surgical care or treatment of patients whether or not residing on the premises, including supporting administrative functions and ancillary activities servicing the needs of workers, patients and visitors such as rooming accommodation, convenience shopping and catering.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development for purpose-built premises for residential occupation by the elderly, young or people with disabilities, such as a residential care facility or a retirement facility, together with ancillary convenience activities and allied services provided to cater for their particular needs, may be accommodated.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(12) Major sports venue zone precinct overall outcomes are:		
(a) Development provides large-scale premises for major sporting events and occasional recreation and entertainment activities and special events associated with public and community	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>group gatherings, including venues for conferences, concerts, private functions, clubs, indoor and outdoor sport and recreation, trade exhibitions and displays, and including ancillary catering, administrative office functions, and sale of merchandise and tickets;</p>		
<p>(b) Development for a complementary use directly related to the core functions of the Major sports venue zone precinct, including shop, food and drink outlet, office, health care service or telecommunications facility, may also be accommodated.</p> <p><i>Note—Refer to Part 10 for Priority Development Areas assessed under the Economic Development Act 2012. The identification of a Priority Development Area in the Community facilities zone does not have weight for the assessment of development under the Economic Development Act 2012.</i></p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

2. NEIGHBOURHOOD PLAN

2.1 Sherwood—Graceville District Neighbourhood Plan Code

Effective – V35 05 December 2025

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Childcare centre code is to assess the suitability of development to which this code applies.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development is located and designed to be conveniently accessible to users and maintains traffic safety.	The subject site is located along a Neighborhood Road. The proposal provides a suitable access point to allow entry and exit without adversely impacting the existing traffic scenario.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development is designed and sited to minimise impacts on the amenity of a nearby residential dwelling or other sensitive use.	The proposed setbacks are designed to be sympathetic to the adjoining developments and in keeping with the intended bulk and scale of the local area. Acoustic barriers and significant deep planting has been incorporated to minimise impact on amenity and soften the built form.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.	The proposed development has been designed to mitigate any potential off-site air emissions by locating any mechanical plant and vents away from the adjoining sensitive use.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

2.1.2 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Sherwood–Graceville district neighbourhood plan code is to provide finer grained planning at a local level for the Sherwood–Graceville district neighbourhood plan area.		
(2) The purpose of the Sherwood–Graceville district neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.		
(3) The overall outcomes for the Sherwood–Graceville district neighbourhood plan area are:		
<p>(a) Development in the district reflects its unique character and the area’s relationship to the Brisbane River. This is characterised by predominantly low-density housing comprising a large proportion of traditional character houses, complemented by established vegetation in both private and public open spaces.</p> <p>(b) A mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Corinda and Sherwood centres, to accommodate the community’s housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area.</p> <p>(c) Multiple dwellings are not accommodated in the Low density residential zone.</p> <p>(d) The continuation of community uses throughout the area, particularly within the Community hub precinct (Sherwood–Graceville district neighbourhood plan/NPP-005) to take advantage of the accessibility to the Sherwood and Corinda centres, public transport and adjacent parkland.</p> <p>(e) The Brisbane riverfront parks, Cliveden Avenue bushland and parks along Oxley Creek are significant natural assets and are protected and rehabilitated where appropriate.</p> <p>(f) Privately owned sport and recreation land is protected from intrusion from other land uses.</p>	<p>a) The proposal is of a 2 storey form which reflects the general low density housing form within the area.</p> <p>b) While the proposal does not provide house, it will provide a community service within walking distance to public transport and the Sherwood centre.</p> <p>c) The proposal is not for multiple dwellings.</p> <p>d) The childcare centre will continue the sites historic community related uses and is located within walking distance to public transport, parkland & the district centre shops.</p> <p>e) The proposal does not interfere with parkland.</p> <p>f) The proposal does not involve privately owned parkland.</p> <p>g) The childcare centre is designed to blend in with surrounding properties and includes appropriate built form and design features to mitigate any potential impacts.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(g) Growth of local educational establishments is supported where consistent with local residential amenity and traffic movement.		
(4) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.		
(5) While making efficient use of land, development is consistent with community expectations and infrastructure assumptions.		
<i>Note—Where this code includes performance outcomes or acceptable outcomes that relate to noise assessments, guidance is provided in the Noise impact assessment planning scheme policy.</i>		
(6) Westside character precinct (Sherwood—Graceville district neighbourhood plan/NPP-001) overall outcomes are:		
<p>(a) The precinct is an area of Brisbane with outstanding features that contribute to the identity of the neighbourhood. A collection of distinctive and intact character houses built in 1946 or before predominate in the area, while newer buildings, sympathetic to the character of the precinct, do not detract from it.</p> <p>(b) Character houses in this precinct, are predominantly larger in scale and form compared to other houses of their era and are generally intact and well maintained. The character houses are generally set low with wide proportions, and feature traditional elements such as verandahs and external timber staircases. A general consistency in roof form and height contributes to the precinct's special character with typically hipped roofs or with low, wide gables. Garages are located and designed so as not to dominate or detract from the streetscape.</p> <p>(c) In addition to the predominance of houses built in 1946 or before, the precinct is characterised by wide property frontages with large spacing between buildings, landscaping of open lawns with mature specimen trees, tennis courts, low timber and wire style fencing and hedges. Streets are often wide with mature street tree plantings, including significant stands of camphor laurels that should be retained or replaced where possible.</p>	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) The scale, form and proportion of development within the precinct reflect the distinctive qualities that create a sense of visual cohesion within the nearby streetscape. New buildings and other works in terms of the scale, form and mass, sit comfortably within the streetscape and do not dominate adjacent or nearby character places.</p>		
<p>(7) Corinda centre precinct (Sherwood–Graceville district neighbourhood plan/NPP-002) overall outcomes are:</p>		
<p>(a) This is a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community uses. A wide choice of housing types is located within walkable proximity to the services provided at Corinda centre and to the Corinda railway station.</p> <p>(b) Existing large car parking areas are redeveloped for centre activities.</p> <p>(c) To support a compact centre core, centre activities only occur in the District centre zone.</p> <p>(d) Residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(8) Sherwood centre precinct (Sherwood–Graceville district neighbourhood plan/NPP-003) overall outcomes are:</p>		
<p>(a) This is a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community activities. A wide choice of housing types is located within walkable proximity to the services provided at Sherwood centre and to the Sherwood railway station.</p> <p>(b) To support a compact centre core, centre activities are only supported in the District centre zone.</p> <p>(c) Residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(9) Honour Avenue centre precinct (Sherwood–Graceville district neighbourhood plan/NPP-004) overall outcome is:</p>		
<p>(a) This precinct allows for centre activities while encouraging the retention and re-use of heritage and character buildings in the</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
centre. New developments and extensions to existing buildings respect the existing character through appropriate scale, siting and form of new development.		<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(10) Community hub precinct (Sherwood—Graceville district neighbourhood plan/NPP-005) overall outcome is:		
(a) This precinct provides a community focus for the Sherwood—Graceville district neighbourhood plan area with the co-location of a range of community uses that are well located close to the Sherwood and Corinda centres, and with good access to public transport.	The proposed childcare centre will provide a community use for the immediate locality of Sherwood. The centre will be located within walking distance (under 100m) of the Sherwood centre and the train station.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(11) St Aidan’s school precinct (Sherwood—Graceville district neighbourhood plan/NPP-006) overall outcome is:		
(a) St Aidan’s school continues to operate in its current location with any expansion or redevelopment ensuring the location, height and massing of new buildings retains the amenity of surrounding residential areas.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(12) Light industry and employment precinct (Sherwood—Graceville district neighbourhood plan/NPP-007) overall outcome is:		
(a) This precinct provides a local industry and employment node within the Sherwood—Graceville district neighbourhood plan area. New industry uses or expansion of existing lawful industry uses can only occur where they are consistent with low impact industry intent.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(13) Alan Fletcher Research Station/Montrose Access precinct (Sherwood—Graceville district neighbourhood plan/NPP-008) overall outcomes are:		
<p>(a) Both sites comprising this precinct are located adjacent to low density residential areas and gain vehicular access through residential streets. Each site has a frontage to the Brisbane River and contains significant native vegetation forming part of a corridor of riparian vegetation along the river’s edge.</p> <p>(b) Any future re-use of the site will be as another community use that is consistent with the low density residential character of surrounding areas.</p> <p>(c) Any residential component of a redevelopment is of a height, scale and intensity that reflect the predominantly two-storey character residential surroundings.</p>	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Redevelopment of the site includes open space along the riverfront and rehabilitation of native vegetation. (e) Redevelopment of the site includes a public space that commemorates and provides public education of the site's historically significant use. (f) Redevelopment of the site is in accordance with a structure plan.		
(14) Sport and recreation precinct (Sherwood–Graceville district neighbourhood plan/NPP-009) overall outcomes are:		
(a) Privately owned outdoor sport and recreation areas are protected from redevelopment for other uses to ensure adequate space for a range of sport and recreation uses is retained to meet current and future needs. (b) Reconfiguring a lot if not associated with an existing or approved building is inconsistent with the outcomes sought for this precinct.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

2.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
For accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
If for a dwelling house:			
PO1 Development: (a) maintains the traditional backyard pattern and character of the area, with a proportion of the site set aside for open space rather than built structures; (b) enhances the subtropical nature of the area, with building bulk limited to allow for the flow of breezes and	AO1.1 Development has: (a) a maximum building footprint of 50% of the site area; (b) a minimum area of private open space of 100m ² , or 30% of the site, whichever is the greater, and has a minimum dimension of 3m.	The proposal does not include a dwelling house. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.2 Development has a minimum rear boundary setback of 6m.	The proposal does not include a dwelling house. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>for sunlight to penetrate into open space and living areas;</p> <p>(c) includes private open space of a suitable size and proportion to cater for the active recreation needs of residents of all age groups, as well as providing space for service functions such as clothes drying;</p> <p>(d) has a rear boundary setback that provides sufficient clearance to enable useable private open space;</p> <p>(e) retains existing trees within the front setback;</p> <p>(f) retains large trees and provides substantial areas for landscaping consistent with the established traditional landscape character of the area.</p>	<p>AO1.3 Development retains mature trees in backyard areas and provides a minimum of 1 tree for every 7m of the average lot width, capable of growing to a height of over 4m.</p>	<p>The proposal does not include a dwelling house. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>For assessable development</p>			
<p>General</p>			
<p>PO2 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <p>(a) consistent with anticipated density and assumed infrastructure demand;</p>	<p>AO2 Development complies with the number of storeys and building height in Table 7.2.19.3.3.B.</p>	<p>The Childcare centre is proposed as 2-stories and under 9.5m.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(b) aligned with community expectations about the number of storeys to be built;</p> <p>(c) proportionate to and commensurate with the utility of the site area and frontage width;</p> <p>(d) designed to avoid significant and undue adverse amenity impact to adjoining development;</p> <p>(e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites.</p> <p><i>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.</i></p> <p><i>Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</i></p>			
<p>If in the Westside character precinct (Sherwood—Graceville district neighbourhood plan/NPP-001)</p>			
<p>PO3 Development: (a) has a scale, form, mass, rhythm and setting that reflects those of</p>	<p>AO3.1 Development has a maximum building footprint of 40% of the site area.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>nearby buildings in the street built in 1946 or before;</p> <p>(b) preserves characteristic streetscape attributes of the area, including large backyards, generous building setbacks, mature large trees, and a high proportion of open space and landscaping relative to built form;</p> <p>(c) is in accordance with Figure d, Figure e and Figure f.</p> <p><i>Note—To demonstrate compliance with this provision, a detailed streetscape analysis is to be submitted. This analysis will consider the subject site, along with at least 2 properties on either side of the subject site and will include plans, elevations and perspective views to identify for each of the properties: front and side boundary setbacks; height to first floor; height to front gutter; height to ridge of roof; and views of the site and adjacent properties along the street in 2 directions.</i></p>	<p>AO3.2 Development complies with the number of storeys and building height in Table 7.2.19.3.3.B.</p> <p><i>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where the maximum number of storeys and height in metres is specified.</i></p> <p>AO3.3 Development is set back from any road alignment to a distance within 20% of the average front setback of the nearest buildings built in 1946 or before that front the same street, in accordance with Figure d.</p> <p>AO3.4 Development has a minimum rear boundary setback of 10m or 25% of the depth of the lot, whichever is less, in accordance with Figure d.</p> <p>AO3.5 Development is either: (a) set back from side boundaries to a distance within 20% of the average of other houses in the street that were built in 1946 or before; or (b) set back a minimum distance described by the Queensland Development Code for buildings where not on a small lot.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p> <p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p> <p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p> <p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO4 Development: (a) does not allow car parking structures and areas to dominate the appearance and settings of the house when viewed from the street; (b) is designed to minimise the visual impact of garage doors and uses materials such as timber battens.	AO4.1 Development is designed so that car parking structures are not located between the front facade of the building and the street.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.2 Development is designed to locate garages or carports at the rear, under or to the side of the building in accordance with Figure c and is either: (a) set back for the full depth of all open or enclosed verandahs on the upper level above in line with the original external wall; or (b) set back 1m from the upper level of the front exterior wall where there is no verandah.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.3 Development is designed so that car parking structures have a maximum total width of 6m.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.4 Development is designed so that garages or carports have a maximum roof pitch of 30° degrees.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.5 Development: (a) is designed so that driveways and parking areas: (i) comprise a minimum of 50% permeable surfaces such as car tracks, sleepers, pavers and gravel interspersed with soft landscaping;	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(ii) are not large expanses of bitumen and concrete; (c) ensures driveway areas between the kerb and the property line are completed in accordance with the Infrastructure design planning scheme policy.		
	AO4.6 Development has a maximum driveway crossover width of 3.5m.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO5 Development with fencing that is visible from the street is designed so that the fencing: (a) is low and transparent; (b) complements the traditional fencing styles in the area.	AO5 Development is designed so that front fences and return side fences forward of the main building are: (a) a maximum height of 1.2m; (b) of a timber paling and/or wire construction that complements the traditional character of the streetscape; (c) at least 20% transparent.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development: (a) incorporates landscaping that: (i) is consistent with the established landscape character of the area; (ii) accommodates the retention of existing vegetation; (b) ensures that site design integrates the retention of existing trees into the development, with new buildings, car parks and driveways located to allow	AO6 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
for retention and long-term viability of significant on-site vegetation; (d) ensures that established significant vegetation removed or damaged is replaced with mature vegetation elsewhere on the site.			
If the site does not contain a house built in 1946 or before			
PO7 Development ensures that the design of new buildings complements the character of houses in the street built in 1946 or before, in accordance with Figure e and Figure f.	AO7.1 Development is designed so that roof forms are hips, pyramids or gables with a pitch of between 20° and 30° or within 10% of the pitch of houses in the street built in 1946 or before.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO7.2 Development ensures a building contains a verandah facing the street of a similar configuration to those of houses in the street built in 1946 or before.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO8 Development provides new buildings that use traditional lightweight materials and architectural elements that are sympathetic to the buildings in the street built in 1946 or before.	AO8 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If the site contains a house built in 1946 or before			
PO9 Development has elements that contribute to the character of buildings built in 1946 or before if they can be seen from the street.	AO9.1 Development is designed so that a building retains its original form, materials, proportions and external components, including: (a) the front wall, the roof form and side walls beyond, at least as far back as the ridge of the	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Note—Elements include: roof form, external walls, building core, verandahs, external openings, and decorative detailing.</i></p>	<p>rear-most gable in a gable roof house or the primary ridge for a hipped house roof; (b) buildings on a corner lot maintain the entirety of the existing roof form, and extensions are in the form of a pavilion; (c) external openings including any original window or door frames that are visible from the street; (d) side and front verandahs (including balustrading and decorative details).</p>		
	<p>AO9.2 Development ensures the original location and proportion of the front door to the house is retained as the main entrance.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO9.3 Development ensures new windows and doors contained in any external wall visible from the main street frontage are: (a) of vertical proportions; (b) include a higher ratio of wall area to window or door; (c) of a style and construction and incorporate materials sympathetic with the era of the house built in 1946 or before.</p> <p><i>Note—The extent of any partial demolition needs to be identified in plan and elevation drawings. The proposed partial demolition must not affect the appearance of the original structure from the street.</i></p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO10 Development ensures: (a) restumping, raising, lowering or building underneath a house built in 1946 or before is consistent with either: (i) the scale, form and height of adjacent houses built in 1946 or before; or (ii) the predominant scale, form, height and rhythm of houses in the street built in 1946 or before; (b) new ground level enclosures are recessed in line with the main building core as seen from the street.</p> <p><i>Note—The building core is the main body of the building excluding any closed or open verandahs</i></p>	<p>AO10 Development: (c) does not raise or lower houses by more than 750mm; (e) if involving closing in underneath a house built in 1946 or before: (i) is set back for the full depth of all open or enclosed verandahs on the upper level above in line with the original external wall; (ii) is set back 1m from the upper level of the front exterior wall where there is no verandah; (iii) is screened with a vertical timber batten frieze to minimise the visual impact of new built-in areas underneath; (iv) ensures timber or concrete stumps are used around the exterior of houses built in 1946 or before.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>If in the Corinda centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-002) or the Sherwood centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-003)</p>			
<p>PO11 Development protects the amenity of adjoining areas outside of the precinct by stepping down in height and scale to provide an appropriate interface.</p>	<p>AO11 Development has a maximum building height that complies with Table 7.2.19.3.3.B.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO12 Development provides clear and safe pedestrian access to the Corinda railway station.</p>	<p>AO12 Pedestrian connections are provided in accordance with Figure a.</p>	<p>The subject site is not located within this precinct. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO13 Development provides: (d) vehicle access from Browne Street to the Corinda library; (f) sufficient off-street parking for the Corinda library; (g) clear pedestrian access through the site from the Corinda railway station to the library.	AO13.1 Development of Lot 3 on RP29567 provides vehicle access to the Corinda library from Browne Street.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO13.2 Development dedicates to Council a pedestrian pathway with a minimum width of 3.5m which provides access through the site from the Corinda railway station to the Corinda library, in the location indicated in Figure a.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If in the District centre zone			
PO14 Development: (e) ensures coordinated and efficient development of the centre; (h) provides a safe and comfortable pedestrian environment and an attractive streetscape; (i) ensures vehicular access and parking does not dominate the streetscape.	AO14 Development is located on a site with a minimum area of 1,200m ² and a minimum frontage of 30m.	The subject site is not located within District centre zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO15 Development ensures the size and bulk of a building has a medium density form that promotes a compact centre and maximises its proximity to public transport.	AO15 Development has a maximum gross floor area that is 150% of the site area.	The subject site is not located within District centre zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO16 Development with a frontage to a street or public space encourages pedestrian activity through the	AO16 Development:	The subject site is not located within District centre zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
provision of intensive or interactive uses along the frontage.	<p>(f) has a minimum of 20% of the gross floor area for non-residential centre activities;</p> <p>(j) is designed so that the ground storey facing the street is occupied by active commercial centre activities with a high level of pedestrian activity such as restaurants, shops or community activities;</p> <p>(k) ensures that the ground storey facade is set back no more than 3m except for vehicle access or deep planting;</p> <p>(l) has a ground storey with a minimum floor-to-ceiling height of 4m;</p> <p>(m) provides awnings over the footpath in accordance with the Infrastructure design planning scheme policy.</p>		
<p>PO17 Development involving centre activities adjoining land in the Medium density residential zone minimises visual impacts from servicing and car parking.</p>	<p>AO17 No acceptable outcome is prescribed.</p>	The subject site is not located within District centre zone. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If in the Honour Avenue centre precinct (Sherwood–Graceville district neighbourhood plan/NPP-004)			
<p>PO18 Development is designed so that the Honour Avenue facade has a uniform alignment with all new development reflecting the dominant pattern of existing development.</p>	<p>AO18 Development is built to the front boundary along Honour Avenue.</p>	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO19 Development: (a) minimises vehicular access points to properties fronting Honour Avenue;</p>	<p>AO19 No acceptable outcome is prescribed.</p>	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) uses opportunities to combine driveway access with that of existing development.			<input type="checkbox"/> Performance Solution
PO20 Development is consistent with the form and height of existing buildings in the centre built in 1946 or before.	AO20.1 Development ensures a building includes a front parapet above an awning along Honour Avenue.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO20.2 Development with a third storey is set back a minimum of 4m from the front boundary.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO21 Development provides pedestrian amenity along the footpaths.	AO21 Development provides continuous awning cover along Honour Avenue.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If in the Community hub precinct (Sherwood–Graceville district neighbourhood plan/NPP-005)			
PO22 Development locates car parking to avoid dominating the streetscape.	AO22.1 Development locates parking at the rear of properties or underground.	In this instance, the proposed car parking is located at the front of the site; however, the development achieves the intent of PO22 for the reasons outlined below: <ul style="list-style-type: none"> ▪ The proposed car parking area is visually recessed beneath Level 1 of the building and is not presented as an expansive at-grade hardstand area. Landscaping within the frontage, together with articulated façades and integrated landscaped screening, prevents the car park from visually dominating the development when viewed from the streetscape. ▪ From a functional perspective, the site is constrained by its single street frontage 	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		<p>and rear interface with a railway corridor. There is no rear laneway access. Relocating parking to the rear would require vehicles to pass through outdoor play areas and introduce internal safety conflicts.</p> <ul style="list-style-type: none"> The proposed front-loaded arrangement provides direct and efficient access from Thallon Street, minimises internal vehicle manoeuvring and supports safe vehicle circulation for a childcare use characterised by short-stay drop-off and pick-up activity. <p>Accordingly, while the proposal does not strictly comply with AO22.1, the parking configuration is designed and integrated such that it does not dominate the streetscape. More importantly, locating parking adjacent to the main entry improves safety and accessibility for parents and carers with young children, including those utilising the accessible parking space. The development achieves the intent of PO22 by ensuring the built form and landscaping define the frontage, delivering a high-quality outcome consistent with the character and function of the Community hub precinct.</p>	
	<p>AO22.2 Development ensures vehicle access points are minimised, with provision of combined driveway access for properties where possible.</p>	<p>The proposed childcare centre carpark is accessed via a single crossover to Thallon Street.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If in the St Aidan's school precinct (Sherwood—Graceville district neighbourhood plan/NPP-006)			
PO23 Development: (a) does not impact adversely on the safety or operation of local roads, including the free flow of traffic; (c) encourages safe, convenient access by a range of transport modes by provision of adequate: (i) car parking, including overspill parking for special events; (ii) passenger pick-up and set-down areas for vehicles; (iii) bicycle parking, lockers and changing facilities.	AO23 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO24 Development is of a scale that is consistent with the area and protects the amenity of nearby landowners.	AO24 Development ensures the height and location of buildings is in accordance with Figure g.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO25 Development ensures: (a) unreasonable adverse impacts on adjoining residential development are avoided; (b) fenestration and landscaping, including fencing, is designed to protect the privacy of adjoining residents.	AO25.1 Development does not result in noise levels generated from the use that exceed the levels in the Noise impact assessment planning scheme policy.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO25.2 Development provides a landscape buffer 2m in width to any vehicle movement and parking areas along any residential boundaries.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO25.3 Development locates active outdoor activities away from adjoining residential development.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO25.4 Development provides screen fencing to a minimum height of 1.8m, and landscaping screening is provided to boundaries of adjoining residential land use.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO25.5 Development provides vehicle movement areas that are located a minimum of 3m from any adjoining residential development, or provides acoustic screening.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO25.6 Development provides a landscaped buffer zone along all street frontages, including 1.5m depth of landscaping along all boundaries with residential properties.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO26 Development incorporates subtropical design elements through the following measures: (a) high-quality subtropical design that maximises amenity, street activity and pedestrian connectivity; (c) ventilation in and around buildings using appropriate building forms, breezeways, open courtyards and landscaped areas;	AO26 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) landscaping to promote Brisbane's subtropical climate and atmosphere.			
PO27 Development of buildings is finished with high-quality materials selected for their durability and the contribution made to the character of the school.	AO27 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO28 Development of buildings avoids incorporating any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to any part of the locality.	AO28 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If in the Alan Fletcher Research Station/Montrose Access precinct (Sherwood – Graceville district neighbourhood plan/NPP-008)			
PO29 Development: (a) retains building footprints for existing structures; (b) is of a height and scale that is consistent with the predominantly low density residential character of surrounding areas; (c) does not have development footprints for proposed structures, car parking and servicing areas with a total site utilisation greater than 45%; (d) provides adequate on-site parking; (e) provides a satisfactory buffer to the Brisbane River and waterways to	AO29 No acceptable outcome is prescribed.	The subject site is not located within this precinct. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>protect and enhance their ecological values;</p> <p>(f) provides dedicated, public parkland along the Brisbane River frontage of the site;</p> <p>(g) provides pedestrian and bikeway connections or linkages within and to streets external to the site and to and within parkland;</p> <p>(h) provides adequate landscaping, particularly the provision of a landscaped buffer zone to the park and along the street frontages, including sufficient depth of landscaping along all boundaries with residential properties;</p> <p>(i) incorporates public open space that commemorates and provides public education of the site's historically significant use.</p> <p><i>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy may demonstrate compliance with these outcomes.</i></p>			

3. DEVELOPMENT CODE

3.1 Childcare Centre Code

Effective V35 – 05 December 2025

3.1.1 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development that is not located in the Community facilities zone or a zone in the centre zones category: must have good accessibility and be co-located with or in close proximity to other facilities; be located to minimise the introduction of non-local traffic into minor residential streets.	AO1.1 Development not in the Community facilities zone or a zone in the centre zones category, if located in a newly developing area or outer suburban area, is adjacent to community focal points including shopping centres, community facilities such as major public transport interchanges, libraries and churches, useable parkland, schools or sporting grounds.	Subject site is located within the Community Facilities zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.2 Development not in the Community facilities zone or a zone in the centre zones category, if located in a built up inner or middle suburban area is: close to other community facilities; or within the premises of educational establishments; or within a work site that does not pose a risk to the health and safety of children.	Subject site is located within the Community Facilities zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.3 Development not in the Community facilities zone or a zone in the centre zones category is not located on a minor road.	Subject site is located within the community facilities zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO2	AO2.1	Development is within the Community Facilities zone and as such will be of the nature,	<input checked="" type="checkbox"/> Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development is of a nature, scale, design and construction that prevents adverse impacts on the amenity of nearby sensitive uses.	Development is on a site located in one of the following: (a) Principal centre zone; or (b) Major centre zone; or (c) District centre zone; or (d) High density residential zone; or (e) Medium density residential zone; or (f) Low-medium density residential zone; or (g) Community facilities zone.	scale, design and construction that prevents adverse impacts on the amenity of nearby sensitive uses.	<input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO2.2 Hours of operation (including deliveries) for a childcare centre are limited to between 7am and 7pm.	The proposed hours of operation for the Childcare centre are between 6:00am and 7:00pm Monday to Friday, with outdoor play areas only to be used between 7am and 6pm. This outcome is considered consistent with a number of approved childcare centre operators located throughout Brisbane. Compliance with both PO2 & PO10 is achieved in this instance for the following reasons: <ul style="list-style-type: none"> ▪ It is proposed to extend the hours of operation in the morning to allow for additional drop-off and pick-up times for parents before and after work. The additional operational time in the morning is not seen to result in impacts to the surrounding sensitive land uses given there is significant movement along Sherwood Road and the railway corridor. ▪ The proposed bulk, scale and day-to-day operations of the facility are not expected 	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		<p>to result in adverse amenity impacts to nearby sensitive land uses. Importantly, the proposed development is inclusive of acoustic barriers and provides appropriate landscaping along the side and rear boundaries to ensure the noise emissions do not exceed the prescribed criteria.</p> <ul style="list-style-type: none"> ▪ The proposal achieves a deep planting area of 114m² (10% of the site area) which provides additional buffering between sensitive land uses and assists in providing both visual and acoustic privacy. ▪ The overall built form of the proposal will reflect a nature and scale which is compatible with the Community facility zone given it provides a 2-storey built form from the street and is fully maintained under 9.5m above NGL. ▪ A full assessment of the proposal against the Noise Planning Criteria has been undertaken within the Noise Impact Assessment prepared by MWA <i>Environmental</i> and concludes that the assessment criteria can be achieved by the development. <p>Based on the above, the proposal is considered to comply against the Performance Outcome (PO2 & PO10) of the Childcare centre code.</p>	
<p>PO3 Development does not expose children to levels of soil contamination in excess of the health-based investigation levels</p>	<p>AO3 Development is on a site that has not previously been used for an industrial purpose or a notifiable activity (as defined in</p>	<p>The site has not been previously used for an industrial purpose or a notifiable activity.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>outlined in the National environmental protection measure for assessment of site contamination (incorporating Schedule B (7a)).</p> <p><i>Note—This can be demonstrated by the preparation of a Stage 1 Preliminary investigation report that complies with the Draft guidelines for the assessment and management of contaminated land in Queensland, any succeeding guidelines, or other relevant state or federal guidelines, statutory measures or standards.</i></p>	<p>Schedule 3 of the <i>Environmental Protection Act 1994</i>) as demonstrated by a site history investigation report conducted by a suitably qualified person (as defined under Section 381 of the <i>Environmental Protection Act 1994</i>).</p>		<input type="checkbox"/> Performance Solution
<p>PO4 Development incorporates deep planting that:</p> <p>a. is open to the sky with access to light and rainfall;</p> <p>b. is established in the natural ground with no underground development;</p> <p>c. uses large subtropical tree species that at maturity are complementary in scale and height to the building form;</p> <p>d. balances hardstand areas and provides shade and informal recreation spaces that are directly accessible from building tenancies or the street frontage.</p>	<p>AO4.1 Development has a development footprint that allows a minimum of 10% of the site to be provided for deep planting with a minimum dimension of 4m in any direction.</p>	<p>The proposed centre is design and sited to allow sufficient deep planting area. The site will contain 113.7m³ of deep planting area which equates to 10% of the total site area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.2 Development ensures that if deep planting is provided in different parts of the site, each deep planting area has a minimum area of 25m².</p>	<p>Deep planting zones are provide in two locations which are both above the minimum 25m².</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.3 Development incorporates trees in deep planting areas that:</p> <p>(a) have a minimum height of 4m and a 3m spread at the time of planting;</p> <p>(b) are capable of growing to a minimum canopy diameter of 8m and a minimum height of 15m within 5 years of planting;</p>	<p>The proposed deep planting zones are sufficiently sized to support plan significant shade tree growth.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) are subtropical tree species consistent with the Planting species planning scheme policy.		
PO5 Development ensures that deep planting areas are positioned to maximise existing site features.	AO5.1 Development ensures that deep planting is located to retain and surround any existing large trees on site.	The development site is devoid of any significant large trees.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO5.2 Development has deep planting that is co-located with existing deep planting or existing large trees on adjoining sites to create contiguous deep-planting areas.	Deep planting zones are provide along the boundary to ensure seamless transitions to adjoining properties.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development has a landscape design that contributes positively to the subtropical character, amenity and microclimate of the site, maximising passive cooling and heating within the site.	AO6 Development has a minimum of 25% of all trees capable of growing above the height of the eaves of the building at maturity.	The proposed deep planting zones are sufficiently sized to support plan significant shade tree growth. Refer to LCP for details.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO7 Development ensures that conflicts between pedestrians and vehicles are minimised both on site and off site.	AO7.1 Development has car parking areas for set-down and pick-up that are located so as to be visible from the road and to maintain the amenity of the street and adjacent properties.	The proposal details parking at the front of the Childcare Centre. Please refer to the traffic report for further details.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO7.2 Development has separate accessible, safe and clearly visible pedestrian access for carers to drop off and collect children that is provided to the entrance of the building from the footpath and the car parking area.	The proposed design has a separate, safe and clearly visible pedestrian access. Please refer to the traffic report for further details.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO8	AO8	The proposed design incorporates key elements of crime prevention including:	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Development clearly delineates property ownership in terms of public areas, semi-public areas and private areas to make unauthorised access more apparent.</p>	<p>Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways and communal areas; b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d) ensuring publicly accessible areas such as car parks, pathways and communal areas are well lit; e) including way-finding cues; f) minimising predictable routes and entrapment locations near public spaces such as car parks and communal areas. <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy.</i></p>	<ul style="list-style-type: none"> ▪ Windows orientated towards the streetscape to promote casual surveillance; ▪ Landscaping that reduces the opportunity for graffiti and vandalism; and ▪ The development will provide well-lit common areas and car parking areas. 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO9 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO9 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <ul style="list-style-type: none"> (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <p><i>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</i></p>	<p>The proposed design incorporates key elements of crime prevention including:</p> <ul style="list-style-type: none"> ▪ Windows orientated towards the streetscape to promote casual surveillance; ▪ Landscaping that reduces the opportunity for graffiti and vandalism; and ▪ The development will provide well-lit common areas and car parking areas. 	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO10 Development is of a nature and scale which does not result in noise emissions that exceed the following criteria:</p> <ul style="list-style-type: none"> (a) $L_{Aeq,adj,T}$ emitted from the development is not greater than the rating background level plus 3 at the sensitive use. <p>Where T is:</p> <ul style="list-style-type: none"> (a) Day (7am to 6pm): 11 hr; (b) Evening (6pm to 10pm): 4 hr; (c) Night (10pm to 7am): 9hr. <p>Where $L_{Aeq,adj,T}$ is the A-weighted equivalent continuous sound pressure level during measurement time T,</p>	<p>AO10.1 Development provides a 2m high acoustic fence and a minimum 2m wide landscaped buffer along any boundary adjoining land in a zone in the Residential zones category.</p>	<p>The proposal provides a 1.8m high acoustic fence and a landscaping buffer.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO10.2 Development ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses.</p> <p><i>Note—Mechanical plant includes generators, motors, compressors and pumps, for example air-conditioning, refrigeration or coldroom motors.</i></p>	<p>Any required mechanical plant or equipment will be acoustically screened from the adjoining residential uses. Such an outcome can be appropriately conditioned by Council.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO10.3</p>	<p>The proposed hours of operation for the Childcare centre are between 6:00am and</p>	<p><input type="checkbox"/> Compliant</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.</p> <p><i>Note—Rating background level is to be determined in accordance with the methodology described in the Noise impact assessment planning scheme policy.</i></p> <p><i>Note—A noise impact assessment report prepared in accordance with the methodology described in the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>Development does not operate before 7am or after 7pm.</p>	<p>6:00pm Monday to Friday, with outdoor play areas only to be used between 7:00am and 6:00pm.</p> <p>Compliance with both PO2 & PO10 is achieved in this instance for the following reasons:</p> <ul style="list-style-type: none"> ▪ It is proposed to extend the hours of operation in the morning to allow for additional drop-off and pick-up times for parents before and after work. The additional operational time in the morning is not seen to result in impacts to the surrounding sensitive land uses given there is significant movement along Sherwood Road and the railway corridor. ▪ The proposed bulk, scale and day-to-day operations of the facility are not expected to result in adverse amenity impacts to nearby sensitive land uses. Importantly, the proposed development is inclusive of acoustic barriers and provides appropriate landscaping along the side and rear boundaries to ensure the noise emissions do not exceed the prescribed criteria. ▪ The proposal achieves a deep planting area of 114m² (10% of the site area) which provides additional buffering between sensitive land uses and assists in providing both visual and acoustic privacy. ▪ The overall built form of the proposal will reflect a nature and scale which is 	<p><input type="checkbox"/> N/A</p> <p><input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		<p>compatible with the Community facility zone given it provides a 2-storey built form from the street and is fully maintained under 9.5m above NGL.</p> <ul style="list-style-type: none"> A full assessment of the proposal against the Noise Planning Criteria has been undertaken within the Noise Impact Assessment prepared by MWA <i>Environmental</i> and concludes that the assessment criteria can be achieved by the development. <p>Based on the above, the proposal is considered to comply against the Performance Outcome (PO2 & PO10) of the Childcare centre code.</p>	
<p>PO11 Development is located to achieve the air quality (planning) criteria in Table 9.3.4.3.B and odour criteria in Table 9.3.4.3.C.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>AO11 Development for a child care centre is located at least 150m from a spray painting workshop.</p> <p><i>Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.</i></p>	<p>The proposed development is not located within 150m from a spray painting workshop in accordance with this provision.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

3.2 Community Facilities Code

Effective – V35 05 December 2025

3.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Community facilities code is to assess the suitability of development on land in the Community facilities zone and of development for community facilities in other zones.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development is of a design, siting, construction and built form that is suited to the facility, in accordance with the particular operational, functional and locational requirements of community services and facilities.	The proposed development is designed to achieve a built form that is in accordance with the surrounding zoning.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development is integrated or co-located with other community facilities where possible to create a multifunctional service hub.	The subject site is well located with nearby community facilities and educational establishments.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development provides co-location of facilities in metropolitan parks with sport and recreation premises to create multipurpose facilities that can be used for a wide range of recreation and community purposes and adapted to meet changing community demands over time.	The proposal is for a Childcare Centre to support the growing population within the Sherwood area.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(d) Development that may limit the ongoing operation and expansion of existing uses or prejudice development of new facilities appropriate to the specific nature of the particular Community facilities zone precinct is excluded.	The proposal does not limit the expansion of existing uses or prejudice the development of new facilities.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(e) Development ensures that the level of public and active transport, or private vehicular accessibility and car parking, for users of the facility is appropriate to the purpose, and where possible, the use is clustered within or in close proximity to centres well-served by public and active transport.	The subject site is well located and serviced by various public transport options.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(f) Development:	The proposed development presents the following characteristics-	<input checked="" type="checkbox"/> Compliant

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> i. is appropriately located according to the type of proposed use; ii. is highly accessible and preferably integrated and co-located with complementary uses where possible; iii. is of a scale, height and bulk that provides a high level of amenity; iv. is generally consistent with the character of the area; v. transitions sensitively to surrounding uses; vi. is supported by complementary uses of appropriate scale and purpose to directly serve the employees and activities of the zone precinct, and which do not compromise the commercial, retail or community service role and function of nearby centre activities. 	<ul style="list-style-type: none"> i. the proposal is for an educational childcare centre in the education precinct of the community facilities zoning. ii. the development site is close to shops, train station and existing community facilities including the local state school. iii. the proposal is 2-storeis and does not exceed 9.5m above NGL. iv. he proposal maintains the prevailing 2 storey building height. v. landscaping and setback are used to transition to adjoining lots and soften built form. vi. the development site is close to shops, train station and existing community facilities including the local state school. 	<input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(g) Development for major government facilities and services is of a form suitably specific to the facility in recognition of the particular operational, functional and locational requirements of the use.	Proposal is not for a major government facility or service.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(h) Development impacts are considered in relation to the community benefit that the facility or service will provide to the broader community.	<p>Following market research and feedback, the review supports the proposal for a new Childcare centre to support the community.</p> <p>Market research has highlighted the need for alternative long day care places within the Sherwood catchment due to an abundance of family sized housing but a lack of existing childcare availability, particularly with respect to level of service, experience and facilities.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(i) Buildings and structures in the particular zone precincts are varied to present a variety of building forms, materials and facade treatments.	The proposal provides a varied building form using recesses and projections along the front façade.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(j) Development complements the prevailing scale, built form and streetscape of the zone or zone precinct and surrounding areas.	Proposed Childcare centre will reflect a bulk and scale that is consistent with surrounding development.	<input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(k) Development achieves satisfactory standards in managing the potential adverse impacts on the health, safety and amenity of adjoining sensitive uses, predominantly through maintaining adequate buffering between these land uses.	The proposal manages any potential adverse amenity impacts through quality design, landscaping and acoustic fencing.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(l) Development achieves a satisfactory standard of environmental performance by integrating into development principles of innovative, sustainable and efficient design, construction and operation, to encourage water conservation and responsiveness to climate.	The proposal achieves a high standard of environmental performance by integrating development principles of sustainability.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(m) Road, rail, public transport and active transport connectivity and accessibility between community facilities and key destinations is maximised, to ensure efficient and safe movement of people and goods, and a high level of accessibility for employees and visitors or patrons of the special purpose.	The subject site is well located and serviced by various public transport options.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(n) Development for a sensitive use is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.	The proposed use is compatible with the adjoining residential uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

3.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
<p>PO1 Development ensures that the hours of operation are:</p> <p>(a) consistent with reasonable community expectations for the use and are consistent with the purpose of the zone or zone precinct;</p> <p>(b) controlled so that the community facility does not impact on the amenity of:</p> <p>i. a residence within the building where the use is located;</p> <p>ii. nearby sensitive uses</p>	<p>AO1.1 Development for a non-residential use has hours of operation, including the use of indoor activity areas and private open space, which are limited to 7am to 6pm.</p>	The proposed Childcare centre will run operation hours as conditioned by Council.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO1.2 Development has hours of operation for delivery vehicles which are limited to 7am to 6pm Monday to Saturday, excluding public holidays.</p>	The proposed hours of operation for the Childcare centre are between 6:00am and 6:00pm Monday to Friday, with outdoor play areas only to be used between 6:00am and 6:00pm. This outcome is considered consistent with a number of approved childcare centre operators located throughout Brisbane.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution
<p>PO2 Development ensures that noise generated does not exceed the noise (planning) criteria in Table 9.3.5.3.B and night-time noise criteria in Table 9.3.5.3.C at a sensitive zone or sensitive use.</p> <p>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO2.1 Development: does not involve amplified music entertainment; is conducted wholly within an enclosed building and does not involve external activity, dining or entertainment areas; provides a 2m high acoustic fence along any boundary with land in a residential zone; ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and</p>	<p>Please refer to the acoustic reporting prepared by <i>MWA Environmental</i>.</p> <p>The proposed bulk, scale and day-to-day operations of the facility are not expected to result in adverse amenity impacts to nearby sensitive land uses. Importantly, the proposed development is inclusive of acoustic barriers and provides appropriate landscaping along the side and rear boundaries to ensure the noise emissions do not exceed the prescribed criteria.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Note—Where the development involves an activity regulated by the Entertainment Venues and Events Local Law, the operating noise levels and requirements may be specified on a permit or approval issued under that law.</p> <p>PO3 Development: (a) avoids or minimises air emissions; (b) complies with the following criteria at a sensitive zone or sensitive use: i.air quality planning criteria in Table 9.3.5.3.D; ii.odour criteria in Table 9.3.5.3.E.</p> <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>pumps such as air-conditioning, refrigeration or coldroom motors.</p> <p>AO2.2 Development does not generate noise that is clearly audible and creates a disturbance within a dwelling or its associated balcony or patio.</p>	<p>Development ensures that no noise generated will be clearly audible and will not create disturbances within a dwelling or associated balcony/ patio.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO3.1 Development: (a) does not involve activities that generate air emission, including odour, dust, fumes or smoke beyond the site; (b) where cooking or food odour is released, exhaust is discharged vertically and directed away from a sensitive use, and vents are separated by the following distances: i. a minimum of 6m horizontally from a sensitive use; ii. a minimum of 2m above a thoroughfare or roof with regular foot traffic.</p>	<p>Development does not involve activities that generate air emissions, where cooking or food odour is to be released will be in accordance with Council's conditions.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO3.2 Development ensures that all vents for a below-ground car park are separated from a sensitive use in accordance with AS 1668.2-2012 The use of ventilation and air-conditioning in buildings – Mechanical ventilation in buildings.</p>	<p>Development ensures that all vents for proposed below-ground car park are separated from a sensitive use in accordance with AS 1668.2-2012.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO4 Development for a sensitive use is located to achieve the air quality (planning) criteria in Table 9.3.5.3.D and odour criteria in Table 9.3.5.3.E.</p> <p>Note–An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO4 Development for a sensitive use is located at least 150m from a spray painting workshop. Note–This distance is to be measured between the building constraining the spray painting workshop and the property boundary of the sensitive use.</p>	Development is not located within 150m from a spray-painting workshop.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.2 Development ensures that if deep planting is provided in different parts of the site, each deep planting area has a minimum area of 25m².</p>	Deep planting zones meet the minimum size requirements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.3 Development incorporates trees in deep planting areas that: have a minimum height of 4m and a 3m spread at the time of planting; are capable of growing to a minimum canopy diameter of 8m and a minimum height of 15m within 5 years of planting; are subtropical tree species consistent with the Planting species planning scheme policy.</p>	Deep planting zones meet the minimum size requirements and will support significant plan growth.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO5 Development for air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are compatible</p>	<p>AO5 Development ensures that air conditioning, refrigeration and other mechanical plant, vents, exhausts and refuse and recycling storage areas are:</p>	All air conditioning, refrigeration and other mechanical vents/ exhausts and refuse/ recycling storage areas will be located as to not cause any adverse impacts on street view.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
in appearance and arrangement with nearby premises to ensure adverse amenity impacts associated with the development are ameliorated.	(a) located so that they are not visually obtrusive when viewed from the street;		
	(b) screened from an adjacent sensitive use.		
	AO5.2 Development has deep planting that is co-located with existing deep planting or existing large trees on adjoining sites to create contiguous deep-planting areas.	Deep planting is provided near the boundaries to integrate with existing vegetation.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development for outdoor lighting must not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO6.1 Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance of outdoor lighting that comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Note—The effects of outdoor lighting should be mitigated where windows of habitable rooms of nearby dwellings will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	All outdoor lighting design, installation, operation and maintenance of outdoor lighting comply with the requirements of AS 4282-1997	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO6.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, that is a full cut off luminaire.	Floodlighting gives no upward component of lighting.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO7 Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p>AO7 Development within the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site parking spaces at maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Development is not within the City Core or Frame parking zones.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO8 Development outside the City core and City frame area as identified in Figure a of the Transport, access, parking and servicing code provides for a number of on-site car parking spaces that accommodate design peak car parking demands without overflow parking onto adjacent properties or adjacent streets.</p>	<p>AO8 Development: (a) outside the City core and City frame as identified in Figure a of the Transport, access, parking and servicing code provides for on-site car parking in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for which no parking standard is identified in the Transport, access, parking and servicing planning scheme policy, does not result in on-street parking.</p>	<p>On-site car parking is compliant with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO9 Development provides adequate facilities for bicycles.</p>	<p>AO9 Development provides for cyclist facilities in accordance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Development does not propose cyclist facilities outside of standard bicycle stands in the car park.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO10 Development must be serviced adequately with regard to water supply and waste disposal, and water supply must meet the stated standard of service for the intended use and fire fighting purposes.</p>	<p>AO10 Development ensures that all lots are: (a) provided with reticulated water supply and sewerage; or (b) provided with appropriate on-site sewerage, where the development does not provide access to reticulated sewer for all lots.</p>	Proposed development is to be serviced adequately with water supply and waste disposal.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for a childcare centre			
<p>PO11 Development does not expose children to levels of soil contamination in excess of the health-based investigation levels outlined in the National environmental protection measure for assessment of site contamination (incorporating Schedule B (7a)). Note—This can be demonstrated by the preparation of a Stage 1 Preliminary investigation report that complies with the Draft guidelines for the assessment and management of contaminated land in Queensland, any succeeding guidelines, or other relevant state or federal guidelines, statutory measures or standards.</p>	<p>AO11 Development is on a site that has not previously been used for industrial purposes or a notifiable activity (as defined in Schedule 3 of the <i>Environmental Protection Act 1994</i>) as demonstrated by a site history investigation report conducted by a suitably qualified person (as defined under Section 381 of the <i>Environmental Protection Act 1994</i>).</p>	Proposed development site has not previously been used for industrial purposes.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section B—If for assessable development			
<p>PO12 Development on a site within a Community facility zone precinct must be protected for public use, and where</p>	<p>AO12 Development of an existing community facility within a Community facility zone precinct may be transitioned to another</p>	Proposed development is for the use of a Community Facility – Childcare Centre of which will fulfill needs based on market and community research in the Sherwood area.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>a community facility use ceases, its replacement must be another community facility or a community facility integrated with another development.</p> <p>Editor’s note—For example, premises formerly used as a school may be adapted to accommodate an arts or cultural services hub.</p>	<p>type of use within the community facility activity group, where a demonstrable need of the community will be fulfilled.</p>		<input type="checkbox"/> Performance Solution
<p>PO13 Development for a community facility which is purpose-built on public land delivers buildings or structures that are designed as multipurpose community hubs where possible, rather than stand-alone or single-use facilities to:</p> <ul style="list-style-type: none"> (a) create a sense of place, belonging and community, and to provide a focal point for community activity; (b) increase efficiencies in built form; (c) provide a better return on infrastructure costs where enabling service providers to share facilities over an increased span of operating hours; (d) facilitate adaptation of the building or infrastructure to 	<p>AO13 No acceptable outcome is prescribed.</p>	<p>Development is not proposed on public land.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
respond to changing community needs.			
PO14 Development design must be consistent with the reasonable expectations for built form, site layout and landscape design of development on surrounding land.	AO14 Development is of a scale, height and bulk that is not greater than that of surrounding development.	Proposed development will have a height, scale and bulk that is consistent with surrounding developments.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO15 Development has a building form that is varied and building bulk that is reduced by design elements such as awnings, recesses and projections, and a range of materials, colours and textures.	AO15 No acceptable outcome is prescribed.	Development will have a varied building form and reduced bulk.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO16 Development does not impose adverse visual amenity impacts on surrounding sensitive uses.	AO16.1 Development has a 2m wide landscaped buffer provided between boundaries with residential uses and vehicle movement and parking areas.	Development is consisted with a 2m wide landscaping buffer between boundaries and parking areas.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO16.2 Development has a building setback from a site boundary with a residential premises of a minimum of 3m, or half the height of the building at that point, whichever is greater.	Development reaches the minimum requirement of a 3m setback from property boundaries.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO16.3 Development has a 2m high acoustic fence and screen landscaping provided	The proposal includes 1.8m high boundary fences which will act as acoustic barriers.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	along a site boundary adjoining a sensitive use.		
PO17 Development ensures that building siting and design achieves a pleasant and manageable environment by allowing passage of cooling breezes and employing sun control devices to reduce glare, shade buildings and maintain comfortable indoor temperatures.	AO17.1 Development is orientated to allow good access to sunlight and breezes.	Proposed development is oriented to allow optimal access to sunlight and breezes.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO17.2 Development has window placement and an internal layout which allows for cross ventilation. Note—North- or north-east facing windows, balconies or decks may provide lesser levels of privacy than would otherwise be allowed by this code, where passive solar design is improved.	Development has optima window placement for cross ventilation.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO18 Development provides for vehicular accessways that are designed and located to: <ul style="list-style-type: none"> (a) minimise on-site and off-site safety conflicts between pedestrians and vehicles; (b) ensure efficient pedestrian or vehicular ingress to or egress from the premises; (c) reduce the visual impact on the streetscape. 	AO18.1 Development has buildings and activity areas located to prevent potentially hazardous vehicular or pedestrian movements.	Development takes appropriate measures to prevent potentially hazardous vehicular or pedestrian movements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO18.2 Development ensures that the location of access ways maintain the integrity, quality and primacy of footpaths.	Development will maintain the integrity of access ways.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO18.3 Development provides convenient, safe and clearly visible pedestrian access to the site.	Development provides convenient, safe and visible pedestrian access to the site.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO19 Development ensures that on-site car parking is located so as to ensure that employee, patron and visitor car parking associated with the use: does not dominate the frontage of the premises; maintains the amenity of the street and adjacent properties. Note—On-site parking areas are provided for staff, patrons and visitors in accordance with the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO19 Development ensures that car parking: (a) is provided below or at the rear of a primary building for the use and is not within the front setback of the site; (b) where forward of the building line, car parking is integrated with high quality landscaping.</p>	<p>Development complies with car parking standards as set out by AO19.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO20 Development ensures servicing, storage and refuse and recycling collection areas are: unobtrusive; located and managed so that adverse impacts on nearby sensitive uses, neighbouring properties and public domain are minimised.</p>	<p>AO20 Development reduces the visual impacts of loading bays, site storage and access points for refuse and recycling collection by: (a) buffering with appropriate landscaping; (b) locating service areas away from public spaces, primary street frontages and sensitive uses. Note—Refer to the Refuse planning scheme policy for further guidance.</p>	<p>Proposal reduces visual impacts of loading bays, site storage and refuse access points through effective landscape buffering.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO21 Development ensures that outdoor lighting contributes to pedestrian safety and amenity while minimising light nuisance and light spill.</p>	<p>AO21 Development provides a lighting system in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting, while still being a minimum of 20lux at footpath level.</p>	<p>Proposal provides a lighting system that is in accordance with AS 4282-1997.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO22 Development ensures that direct overlooking to adjoining residential dwellings is minimised by building layout, location and design of windows, balconies and screening devices.</p>	<p>AO22 Development ensures that windows, balconies, verandahs, terraces or decks that have a direct view into windows of habitable rooms in an adjoining residential dwelling, are screened by:</p> <ul style="list-style-type: none"> (a) fixed opaque glazing; or (b) fixed external screens; or (c) fencing, but only if the overlooking is from the ground storey. 	<p>Spaces that have direct view into adjoining properties will be appropriately screened and glazed to minimise overlooking.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO23 Development must create a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO23.1 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and private and public ownership through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and the use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public 	<p>Development creates a safe environment through incorporating all key elements of crime prevention through environmental design.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy.</p>		
	<p>AO23.2</p> <p>Development ensures that fencing adjoining waterway corridors, parkland and cycling and walking routes is low and visually permeable, with:</p> <p>(a) a maximum height of 1.2m, and at least 50% transparent; or</p> <p>(b) a maximum height of 0.9m if less than 50% transparent.</p>	Property does not have any adjoining waterway corridors.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO24</p> <p>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO24</p> <p>Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping by:</p> <p>(a) denying access to potential canvas through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p>	Proposed development minimises potential graffiti and vandalism through access control, canvas reduction and maintenance selection.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.		
If for community facilities in zones other than the Community facilities zone			
Note—The performance outcomes and acceptable outcomes described below provide further assessment benchmarks for community facilities in specific zones to which this code is applicable. To the extent of any contrary direction or inconsistency with the general code provisions listed above, these more specific performance outcomes and acceptable outcomes prevail.			
PO25 Development must be located to minimise the introduction of non-local traffic into residential streets which are minor roads.	AO25 Development is not located on a minor road.	Not applicable – the proposed development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for community facilities in the Emerging community zone or where impact assessable in any other zone			
PO26 Development ensures that the community facility is co-located with or in close proximity to other community facilities, centre uses or focal points such as public transport interchanges or public open space.	AO26.1 Development located in newly developing areas or outer suburban areas ensures that the community facility is located: (a) on a site identified for that purpose on an approved structure plan, master plan or park management plan; or (b) adjacent to community focal points such as shopping centres, major public transport interchanges, parkland, schools or sporting grounds.	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO26.2	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development located in a built-up inner or middle-suburban area ensures that the community facility is: (a) co-located with another community facility; or (b) located within 500m of a centre or other community facility.		<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO27 Development must be on a site with high accessibility.	AO27.1 Development: (a) provides convenient and safe walking and cycling access from nearby public transport infrastructure and other public areas; or (b) is located in a high-use area such as a commercial building, shopping centre and other centre localities.	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO27.2 Development ensures that the community facility is easily identifiable to facilitate ease of access by patrons.	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for community facilities in the Emerging community zone			
PO28 Development that is a club, community care centre, community use, educational establishment, emergency services or place of worship is encouraged to establish and contribute to a vital and contained community.	AO28 Development including a club, community care centre, community use, educational establishment, emergency services or place of worship is located in accordance with a subdivision plan developed through a coordinated and integrated structure planning process.	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for a community use in the Open space zone or Sport and recreation zone			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO29 Development with community use activities requiring permanent facilities or infrastructure is located only in district or metropolitan parks or recreation facilities where it is compatible with and complements the sporting, leisure and recreation experiences of community users.</p>	<p>AO29 Development with facilities or infrastructure for community use activities: (a) is located within district or metropolitan parks or recreation facilities; (b) demonstrates a nexus with any existing sporting, leisure and recreation activities on a site.</p>	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO30 Development with permanent structures and buildings for the community use and associated outdoor recreation infrastructure is of a scale, bulk and location compatible with the surrounding area.</p>	<p>AO30 Development with buildings or structures associated with the community use is designed and located in accordance with a park master plan or park management plan adopted in the Park management plan planning scheme policy, or where no plan exists: (a) is a minimum distance of 15m from any boundary to a residential premises; (b) does not exceed a height of 9.5m.</p>	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for emergency services in the Environmental management zone or Rural zone			
<p>PO31 Development with an emergency services use is located to facilitate efficient access and emergency responses.</p>	<p>AO31 Development ensures that an emergency services use is located: (a) on a suburban or arterial road; (b) to support existing concentrations of centre activity uses or residential uses.</p>	Not applicable – development is within a Community facilities zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

4. OVERLAYS

4.1 Airport Environs Overlay Code

Effective – V35 05 December 2025

4.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Airport environs overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework, in particular:</p> <p>(i) Theme 1: Brisbane’s globally competitive economy and Element 1.2 – Brisbane’s industrial economy;</p> <p>(ii) Theme 5: Brisbane’s CityShape and Element 5.1 – Brisbane’s City Centre and Element 5.2 – Brisbane’s Major Industry Areas.</p> <p>(b) Provide for the assessment of the suitability of development in the Airport environs overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p> <p>(a) Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.</p> <p>(b) Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.</p> <p>(c) Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.</p> <p>(d) Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development.</p> <p>(e) Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.</p>	<p>The proposed development generally achieves compliance with the Overall Outcomes. Specifically, the proposal will not impact on the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports. Furthermore, the proposal will not create potential hazards to the safety and functioning of airport operations resulting from emissions from light, smoke, dust or any other airborne particulate or the creation of air turbulence.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(f) Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas. (g) Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision. (h) Development avoids increased risks to public safety near airport runways.		

4.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories			
General			
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. <i>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</i>	The proposed development does not penetrate or create any physical obstruction into the OLS or PANS-OPS	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational	AO2 Development does not emit into the OLS or height restriction zone: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction	The proposed development will not emit gaseous plume, smoke, dust, ash, stream or other airborne particulate into the OLS.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>airspace of Brisbane, Archerfield or Amberley airports.</p> <p><i>Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</i></p>	<p>with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>(b) smoke, dust, ash, steam or other airborne particulate.</p>		
Additional performance outcomes and acceptable outcomes if involving air service			
<p>PO3</p> <p>Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p>	<p>AO3</p> <p>Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.</p>	The proposed development does not involve air services.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section B—If in the Bird and bat strike zone sub-categories			
<p>PO4</p> <p>Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p>	<p>AO4.1</p> <p>Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.</p>	The proposal ensures that waste is covered and collected so that it is inaccessible to birds and bats.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.2</p> <p>Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.</p>	Landscaping and drainage will be designed not to attract birds and bats.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section C—If in the Public safety area sub-categories			
<p>PO5</p> <p>Development does not expose or increase the risk to public safety.</p>	<p>AO5.1</p>	The site is not in the public safety area sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.		
	AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	The site is not in the public safety area sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section D—If in the Light intensity sub-categories			
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: <ul style="list-style-type: none"> (a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; (b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. <i>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</i>	The childcare centre lighting will not offend the requires of the light intensity subcategory.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: <ul style="list-style-type: none"> (a) coloured flashing or sodium lighting; or 	The proposal does not include flashing lights, upward facing lights or flares.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) glare or upward shining lights; or (c) flare plumes.		
Section E—If in the Aviation facilities sub-categories			
<p>PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility.</p> <p><i>Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.</i></p>	<p>AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:</p> <p>(a) transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or (b) contains a reflective surface that will interfere with the functioning of the aviation facility.</p> <p><i>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</i></p>	The site is not located within the Aviation facilities sub-categories	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories			
<p>PO8 Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B.</p> <p><i>Note—A noise impact assessment report prepared in accordance with the Noise</i></p>	<p>AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming</p>	The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>accommodation located in the ANEF 20-25 sub-category:</p> <ul style="list-style-type: none"> (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50. 		
	<p>AO8.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category:</p> <ul style="list-style-type: none"> (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50. 	<p>The proposed development is not located within the ANEF contour sub-categories.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	<p>The proposed development is not located within the ANEF contour sub-categories.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.</p>	The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.</p>	The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.</p>	<p>AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

4.2 Bicycle Network Overlay Code

Effective - V35 05 December 2025

4.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Bicycle network overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework in particular:</p> <p>(i) Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 – Brisbane’s identity;</p> <p>(ii) Theme 4: Brisbane’s highly effective transport and infrastructure networks and Element 4.1 – Brisbane’s transport infrastructure networks.</p> <p>(b) Provide for the assessment of the suitability of development in the Bicycle network overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<p>(a) Development contributes to the safe and efficient operation of the existing and planned bicycle network.</p> <p>(b) Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels.</p> <p>(c) Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely.</p> <p>(d) The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations.</p> <p>(e) Development does not compromise the completion of the bicycle network.</p>	<p>The proposed development achieves the overall outcomes of the Bicycle Network Overlay Code as follows:</p> <ul style="list-style-type: none"> ▪ The design does not compromise the efficient and safe operation of existing or planned bicycle networks; ▪ The proposed development does not negatively impact the provision of cycle routes or pathways; ▪ The development does not compromise the completion of the bicycle network. 	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

4.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
General			
<p>PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p>AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy.</p> <p><i>Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</i></p>	<p>The proposed development does not negatively impact the existing cycle routes adjacent to the subject site.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <p>(j) the long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(k) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p>	<p>AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <p>(a) for long term infrastructure for the bicycle network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</p> <p>(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.</p>	<p>The subject site is not located within the LTIP or LGIP.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(l) the provision of long term, existing and planned infrastructure for the bicycle network which:</p> <ul style="list-style-type: none"> (i) is REQUIRED to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>			
<p>PO3 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: <ul style="list-style-type: none"> (i) trunk infrastructure that is to be provided earlier than planned in 	<p>AO3 No acceptable outcome is prescribed.</p>	<p>The subject site is not located within the LTIP or LGIP.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p><i>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category</p>			
<p>PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.</p>	<p>AO4 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.</p>	<p>The subject site is not located within close proximity to the Riverwalk.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	AO5.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO5.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO5.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways and cross block links, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: <ul style="list-style-type: none"> (a) activity nodes; (b) entrances and gateways; (c) landmarks and features of interest; (d) visual connectors to the river. 	AO6 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	AO7.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO8 Development adjoining Riverwalk: (a) contributes to the creation of a vibrant and active waterfront; (b) provides direct access to Riverwalk; (c) allows for visual interaction and surveillance of the public domain.	AO8.1 Development adjoining land in the Riverwalk - Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO8.2 Development adjoining land in the Riverwalk - Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: (a) supports a safe and publicly accessible waterfront;	AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) enhances the views of the river, both near and far.	AO9.2 Development ensures that any revetment wall: (a) minimises impact on the riparian edge; (b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.	The subject site is not located within close proximity to the Riverwalk.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

4.3 Community Purposes Network Overlay Code

Effective - V35 05 December 2025

4.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) This code applies to assessing development in the Community purposes network overlay, if: (a) assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or (b) impact assessable development.		
(2) Land within the Community purposes network overlay is identified on the Community purposes network overlay map and is included in the following sub-categories: (a) Existing trunk park sub-category; (b) Existing non-trunk park sub-category; (c) Existing community facilities and land for community facilities sub-category; (d) LGIP planned land for community facilities specific location sub-category; (e) LGIP planned park acquisition specific location sub-category; (f) LGIP planned park upgrade specific location sub-category; (g) LGIP planned park embellishment specific location sub-category; (h) LGIP planned corridor park specific location sub-category; (i) Long term land for community facilities specific location sub-category; (j) Long term park specific location sub-category; (k) Long term corridor park specific location sub-category.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(3) When using this code, reference should be made to section 1.5 and section 5.3.3.</p>		
<p><i>Note: The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.</i></p>		
<p><i>Editor's note: Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.</i></p>		
<p>(a) Implement the policy direction in the Strategic framework in particular:</p> <ul style="list-style-type: none"> (i) Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.2 – Brisbane's other infrastructure networks and Element 4.3 – Brisbane's coordinated infrastructure planning and delivery; (ii) Theme 5: Brisbane's CityShape and Element 5.6 – Brisbane's Greenspace System.¹ <p>(b) Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the Local government infrastructure plan.</p> <p>(c) Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the Long term infrastructure plans.</p> <p>(d) Development which provides existing and planned infrastructure for the Community purposes network in the Local government infrastructure plan ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets.</p> <p>(e) Development does not compromise the completion of the Community purposes network.</p>	<p>The proposed development achieves the overall outcomes of the Community Purposes Network Overlay as follows:</p> <ul style="list-style-type: none"> ▪ The subject site is not identified as requiring any community infrastructure items; ▪ The proposed development does not negatively impact or compromise the provision of community infrastructure. 	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category			
<p>PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (a) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. 	<p>AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy</p>	The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO2 Development provides for the payment of additional trunk infrastructure costs for the following:</p>	<p>AO2 No acceptable outcome is prescribed.</p>	The subject site is not identified as requiring infrastructure in the Local government infrastructure plan or overlay mapping.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan:</p> <ul style="list-style-type: none"> (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. <p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: <ul style="list-style-type: none"> (i) is required to service the development or existing and future urban development in the planning scheme area; o (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved</i></p>	<p>AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; <p>the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p>The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>development clear of the area of long term infrastructure, may be imposed.</i>			
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category			
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	AO4 Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	The subject site is not identified as requiring community infrastructure items as described by the LGIP.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO5	AO5	The subject site is not identified as requiring	<input type="checkbox"/> Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving <ul style="list-style-type: none"> (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. <p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be</i></p>	<p>No acceptable outcome is prescribed.</p>	<p>community infrastructure items as described by the LGIP.</p>	<p><input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: <ul style="list-style-type: none"> (i) is required to service the development or existing and future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and 	<p>AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy. 	<p>The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>orderly planning of the general area in which the site is situated.</p> <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>			

4.4 Critical Infrastructure & Movement Network Overlay Code

Effective - V35 05 December 2025

4.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Critical infrastructure and movement network overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework in particular:</p> <p>(iii) Theme 2: Brisbane's outstanding lifestyle and Element 2.3 – Brisbane's healthy and safe communities;</p> <p>(iv) Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.3 – Brisbane's coordinated infrastructure planning and delivery.</p> <p>(b) Provide for the assessment of the suitability of development in the Critical infrastructure and movement network overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p> <p>(a) Development is able to gain appropriate vehicular access to the critical movement and infrastructure network during and immediately after a natural disaster event, including floods up to the 0.05% AEP (2000 year ARI) flood event.</p> <p>(b) Development with special emergency access or evacuation needs can be accessed during and immediately after a natural disaster event, or are otherwise able to maintain essential functions during these events.</p> <p>(c) Development ensures that land uses, that have a potential to impact on people, property and the environment, can be</p>	<p>The subject site and proposed development allow for effect ingress and egress in the event of a emergency or natural disaster.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>efficiently accessed or evacuated by emergency services during and immediately after a natural disaster event, an onsite management response appropriately addresses evacuation, and essential supplies can be provided.</p> <p>(d) Development is located to allow for the efficient provision of emergency management services.</p> <p>(e) Development does not cause environmental harm, risk public safety or compromise the necessary function of infrastructure essential to disaster response or the wellbeing of the community due to isolation of the development in a natural disaster event.</p>		

4.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility			
<p>PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.</p>	<p>AO1 Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities:</p> <p>(a) has direct vehicular access to a critical route or an interim critical route; or</p> <p>(b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or</p> <p>(c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</p>	<p>The proposal is for a Childcare centre. As such, this criterion is not applicable.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: <ul style="list-style-type: none"> (i) demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; (ii) includes a business continuity plan for the operation of the use or throughout the natural disaster event. 		
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation			
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: <ul style="list-style-type: none"> (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention. 	The proposal is for a Childcare centre. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Access by emergency services to medium impact industry, high impact industry or special industry			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.</p>	<p>AO3 Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.</p>	<p>The proposal is for a Childcare centre. As such, this criterion is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

4.5 Road Hierarchy Overlay Code

Effective - V35 05 December 2025

4.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Road hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks; (ii) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity. (b) Provide for the assessment of the suitability of development in the Road hierarchy overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes: (a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain. (b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.</p>	<p>The proposed development is compatible with the surrounding road hierarchy and contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain. The proposal is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters. (d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy. (e) Development does not compromise the completion of the road hierarchy. (f) Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.	Please refer to the traffic report submitted as part of the application.	

4.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use			
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations;	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	The proposal ensures access is provided from a suitable road hierarchy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	The proposal does not seek to provide access from a primary freight route.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	The proposal seeks to provide access from the lowest order of road in accordance with the Road Hierarchy Overlay.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Proposal does not seek access to a major road.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	Proposal seeks access from lowest order road.	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section B—If for assessable development for a material change of use			
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	The proposed development achieves an access which is consistent with the amount of traffic expected of the road hierarchy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. <p><i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.</i></p>	The proposal mitigates impacts on the road hierarchy accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> (g) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (m) for development completely inside the priority infrastructure area in 	<p>AO3A No acceptable outcome is prescribed.</p>	<p>AO3A The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>the Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. <p><i>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for</i></p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</p>			
<p>PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (h) the long term infrastructure for the road network in the Long term infrastructure plans; (n) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (o) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p><i>Editor's note—A condition which requires a proposed development to keep</i></p>	<p>AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.</p>	<p>The site is not located adjacent to a planned infrastructure corridor.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i>			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy			
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. <i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning</i>	The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
		The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) includes the provision of bus routes that provide ease of access to bus customers;</p> <p>(e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</p> <p>(f) provides a street layout that minimises travel time and traffic volumes on minor roads;</p> <p>(g) provides high permeability for pedestrian and cycle networks;</p> <p>(h) provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>(i) preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p><i>scheme policy (Traffic impact assessment and definitions section).</i></p>		
<p>PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.</p>	<p>AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.</p>	<p>The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

4.6 Streetscape Hierarchy Overlay Code

Effective - V35 05 December 2025

4.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes: (a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings. (b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration. (c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes. (d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated	The proposal ensures that the verge is wide enough to include consistent and high-quality treatments with improved footpaths to support pedestrian movement accommodate large subtropical street tree plantings where required. Existing street trees will be retained where possible. The proposal will protect and contribute to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods and maintain options for the safe movement of wildlife along a corridor.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>pedestrian use and where the use will change from the current zone.</p> <p>(e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.</p> <p>(f) Development maintains options for the safe movement of wildlife along a corridor.</p>		

4.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
<p>PO1</p> <p>Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.</p>	<p>AO1</p> <p>Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>The subject site is located within an established urban area. The existing verge will be retained.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>PO2</p> <p>Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.</p>	<p>AO2.1</p> <p>Development ensures that existing street trees are retained and protected.</p>	<p>The proposal will ensure that street trees are protected and retained where possible.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p>AO2.2</p> <p>Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in</p>	<p>Any streetscape works will be carried out in accordance with the requirements outlined in the acceptable outcome. This requirement can be conditioned by Council.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	the Infrastructure design planning scheme policy.		
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: <ul style="list-style-type: none"> (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm. 	AO3.1 Development ensures that a corner land dedication is provided: <ul style="list-style-type: none"> (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. 	The proposal will not include a corner land dedication.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	The proposal will include a streetscape works in accordance with the relevant standards of the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	The proposal does not involve public art.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If in or on a site adjoining the Wildlife movement solution sub-category			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p>AO4 Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> (i) provided at the locations identified on the Streetscape hierarchy overlay map; (p) designed to: <ul style="list-style-type: none"> (iv) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (v) achieve physical separation of native wildlife and the road; (vi) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>	<p>Site does not adjoin areas within the Wildlife movement solution sub-category.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

4.7 Transport Noise Corridor Overlay Code

Effective - V35 05 December 2025

4.7.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Transport noise corridor overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework in particular:</p> <p>(v) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.2 – Brisbane's environmental quality and sustainable design;</p> <p>(vi) Theme 5: Brisbane's CityShape and Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors.</p> <p>(b) Provide for the assessment of the suitability of development in the Transport noise corridor overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<p>(a) Development ensures that the intrusion of transport noise on a passive recreation space of a dual occupancy, multiple dwelling, residential care facility, or retirement facility located in a transport noise corridor is appropriately managed.</p>	<p>Proposal does not include the development of a dual occupancy, multiple dwelling, residential care facility, or retirement facility, however, all outdoor recreational spaces will be designed and constructed within the requirements of the <i>Brisbane City Plan 2014</i> and screened to deflect transport noise.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(b) Development ensures that each dwelling has access to an outdoor space for passive recreation where transport noise has been minimised.</p>	<p>Proposal does not include any dwelling or multi-dwelling development.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

4.7.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO1 Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.</p>	<p>AO1 Development ensures that each dwelling:</p> <p>(a) has a balcony or outdoor recreation area shielded by the building from direct transport noise; or</p> <p>(b) with a balcony exposed to transport noise has a solid gap-free balustrade.</p>	<p>Proposed development does not include a dwelling or any residential built form. However, proposal does include balconies and outdoor recreational areas, of which will be design and constructed in accordance with the <i>Brisbane City Plan 2014</i>.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

5. SECONDARY CODES

5.1 Landscape Work Code

Effective V35 05 December 2025

5.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Landscape work retains, protects and integrates significant on-site vegetation into development design. (b) Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites. (c) Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media. (d) Landscape work ensures planting species selection is appropriate to the planting environment, climate and development setting, long-term performance, and balances the intended form and scale of the development. (e) Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.	The proposed landscaping outcomes provide for a sustainable, effective, functional and safe environment with a plant species appropriate to the context of the development. The proposed landscaping outcomes incorporate effective buffers to adjoining development and retains vegetation where possible.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in	Existing vegetation will be retained where possible and will be protected in accordance	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	accordance with AS 4970-2009 Protection of trees on development sites.	with AS 4970-2009 Protection of trees on development sites.	<input type="checkbox"/> Performance Solution
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: <ul style="list-style-type: none"> (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots. 	The development will ensure that trees identified in the development approval are retained and protected in accordance with AS 4970-2009 – Protection of trees on development sites. Such an outcome can be conditioned accordingly by Council.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO2 Development provides acoustic barriers and long fences along street frontages which: <ul style="list-style-type: none"> (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances. 	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: <ul style="list-style-type: none"> (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. 	The proposal ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site is designed in compliance with the standards in the infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	The proposal ensures that any planting buffer which is required by a use code to be provided along a fence or within the site is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3 Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	The proposal ensures that any landscaping buffer which is required by a use code is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO4 Development provides growing media: (a) and volumes appropriate for landscape (b) work to ensure the long-term performance, ease of maintenance and sustainability of plantings,	AO4.1 Development provides growing media and volumes for landscape work in accordance with the landscape design planning scheme policy. <i>Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.</i>	The proposal does not involve podium planting.	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	The proposal will provide species which are appropriate for the subtropical climate of Brisbane to ensure long-term performance.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.3	Not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development provides podium planting in compliance with the Infrastructure design planning scheme policy.		<input type="checkbox"/> Performance Solution
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. <i>Refer to the Crime prevention through environmental design planning scheme policy.</i>	The proposed development incorporates plant selection along any pathways in accordance with the relevant trunk and shrub heights at maturity.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. <i>Refer to the Crime prevention through environmental design planning scheme policy.</i>	The proposed development ensures landscaping and any mounding does not interfere with visibility along a pathway.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. <i>Note—Cues could include changes in levels, surface or landscape treatment or fencing.</i>	The development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: (a) screening and buffering;	AO7 Development provides species in accordance with the Planting species planning scheme policy.	The proposed landscaping outcomes provides species in accordance with the Planting Species Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) street presentation; (c) shading; (d) amenity;			
<p>PO8 Development provides planting densities and stock sizes which are optimised to:</p> <p>(a) reduce maintenance and erosion; (b) achieve amenity and ecological outcomes; (c) provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development.</p> <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p>AO8.1 Development provides planting densities and stock sizes when planting in natural ground which achieves:</p> <p>(a) full coverage of the mulched planting areas within 2 year; (b) 95% coverage of the extent of the elevation within 2 years where for green facades.</p>	The proposal provides for plant densities to achieve the required acceptable outcome.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.</p>	The proposal does not involve artificial planting. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.</p>	<p>AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.</p>	The proposed development incorporates species within a car parking area which are in accordance with the Planting Species Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.</p>	Any planting within car parking areas will be suitably protected by either wheel stops or bollards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Any shade structure for car parking areas will allow for sunlight and rainwater accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO11 Development involving the construction of retaining walls provides for: <ul style="list-style-type: none"> (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts. 	AO11 Development of a retaining wall: <ul style="list-style-type: none"> (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas. 	Any proposed retaining walls will be constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO12 Development provides for: <ul style="list-style-type: none"> (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (b) drainage and stormwater management measures to reduce and adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments. 	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised and is in accordance with the standards in the Landscape design planning scheme policy.	The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO12.3	Any new landscaping will provide areas of pavement, turf and mulched garden beds which are adequately drained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p>Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.</p> <p><i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</i></p>		<input type="checkbox"/> Performance Solution
	<p>AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>	<p>The proposal will ensure a reticulated irrigation system is provided to all landscaping areas.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO13 Development provides landscaping and supporting environments which:</p> <p>(a) are safe; (b) ensure efficient and effective maintenance; (c) ensure success and long-term performance</p>	<p>AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<p>The proposal ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.</p>	<p>The proposal provides a reticulated irrigation system to common landscape and recreation areas and ensures that any podium planters serviced from tank water and the control device is located in a common area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO13.3 Development provides one hose cock within each private landscape and recreation area.</p>	<p>The proposal provides one hose cock within each private landscaped area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO13.4</p>	<p>The proposed development provides landscaping that utilises appropriate materials</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	to maintain the function of an overland flow path.	<input type="checkbox"/> Performance Solution
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	The proposal does not involve artificial planting. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	The proposal does not involve artificial growing environments.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	The proposal does not involve artificial planting. As such, this criterion is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	The provided irrigation system will be designed as required.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	The proposal ensures plant species are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.</p> <p><i>Note—Guidance is provided in the Landscape design planning scheme policy.</i></p>	<p>AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.</p>	The proposal does not involve artificial growing environments.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.</p>	The proposal does not involve artificial growing environments.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO16 Development incorporating a rooftop garden provides landscaping that:</p> <ul style="list-style-type: none"> (a) is integrated into the rooftop garden design (b) ensures that landscaped open spaces dominate the built form elements; (c) contributes to shade of communal open space; (d) enhances the visual amenity and function of different rooftop garden spaces; (e) contributes to greening the building appearance when viewed from external public vantage points. <p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p>AO16.1 Development incorporating a rooftop garden provides landscaping that includes:</p> <ul style="list-style-type: none"> (a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; (b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; (c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years. 	The proposal does not involve rooftop garden.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO16.2 Development <u>for a rooftop garden where</u> Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are:</p>	The proposal does not involve rooftop garden.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(a) a minimum 75% open to the sky; (b) provided in addition to any artificial soft landscape features		

5.2 Outdoor Lighting Code

Effective V35 05 December 2025

5.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses. (b) Outdoor lighting does not create an adverse impact on the behaviour of native fauna.	Any proposed outdoor lighting will avoid adverse impact on adjoining uses or on the behaviour of native fauna.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development provides outdoor lighting that does not have an adverse impact on	AO1.1	The proposal will ensure that any outdoor lighting will comply with the relevant	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting:</p> <ul style="list-style-type: none"> (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. <p><i>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</i></p>	<p>standards and requirements outlined in the acceptable outcome.</p>	<p><input type="checkbox"/> Performance Solution</p>
	<p>AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off Luminair.</p>	<p>The proposal will ensure that any floodlighting is restricted to a type that gives no upward component of light where mounted horizontally.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

5.3 Transport, Access, Parking & Servicing Code

Effective V35 05 December 2025

5.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
<p>(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.</p> <p>(b) Development enhances the potential for trip making other than by private vehicle.</p> <p>(c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.</p> <p>(d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.</p> <p>(e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.</p> <p>(f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles.</p> <p>(g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children,</p>	<p>The proposed development achieves the overall outcomes of the Transport, Access, Parking & Servicing Code as follows:</p> <ul style="list-style-type: none"> ▪ The proposed design provides access, circulation, parking and servicing arrangements that will adequately for the operation of the development; ▪ The subject site is suitability located near public transport options to enhance the potential for trip making other than by private vehicle; ▪ The proposed design provides safe access for all transport modes; ▪ The proposal provides suitable car parking to cater for the anticipant demand of the development which is consistent with community expectations; ▪ The proposal provides a safe and efficient access arrangement; ▪ The proposal provides access, parking and servicing arrangements that do not adversely impact on neighbouring properties; ▪ The proposal will continue to maximise safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient; 	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.</p> <p>(h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.</p> <p>(i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.</p> <p>(j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:</p> <ul style="list-style-type: none"> (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users. <p>(k) Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.</p> <p>(l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.</p>	<ul style="list-style-type: none"> ▪ Existing walking and cycle routes will be maintained. The scale of the proposal does not require cyclist and end-of-trip facilities; ▪ The scale of the proposal will maintain the safety and efficiency of the transport network; ▪ The proposal will ensure that onsite manoeuvring is safe and efficient; ▪ The proposed design includes safe and appropriate servicing that does not negatively impact adjacent premises; ▪ The proposed development does not negatively impact the safety, efficiency or capacity of the transport network. 	

5.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO1 Development is designed:</p> <ul style="list-style-type: none"> (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p> <ul style="list-style-type: none"> ▪ <i>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> ▪ <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the</i> 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The proposal complies with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Transport, access, parking and servicing planning scheme policy;</i></p> <ul style="list-style-type: none"> ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. 			
<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>The proposed development is not considered major. As such, this element of the criteria is not applicable.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p>	<p>AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The site access complies with the standards in the Transport, Access, Parking and Servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p>	<p>The proposed development does not require an easement for vehicle access.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO4 Development provides walking and cycle routes through the site which:</p> <p>(a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</p> <p>(b) encourage walking and cycling;</p> <p>(c) ensure pedestrian and cyclist safety;</p> <p>(d) provide a direct and legible network.</p> <p><i>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</i></p>	<p>AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	The proposed development does not impact the existing walking and cycling routes which are sufficient for pedestrian and cyclist movement.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	The existing walking and cycle routes will be maintained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	The existing walking and cycle routes will be maintained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO5 Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p> <p>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip</p>	<p>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	The proposed development will provide suitable on-site bicycle parking spaces.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the</p>	The proposed development does not require bicycle parking for employees.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>facilities and the main area of the building;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p><i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p>AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p>AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.</p> <p>AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Any required visitor bicycle parking will be clearly discernible.</p> <p>Any visitor bicycle parking will not impede pedestrian movement.</p> <p>Bicycle parking will be constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p><i>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>No end of trip facilities are required for the proposed development.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO7</p>	<p>AO7</p>	<p>Pedestrian and cyclist access is designed and constructed in accordance with the Transport,</p>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Access, Parking and Servicing Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Pedestrian and cyclist access is designed and constructed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	The proposed development is not a major development. As such, this element of the criteria is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	The proposed development includes a suitable access and servicing arrangement.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.3 Development ensures that sight distances to and from all proposed access driveways	The proposed development results in suitable sight distances from access points and intersections.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.		<input type="checkbox"/> Performance Solution
	AO9.4 Development provides access driveways in the road area which: <ul style="list-style-type: none"> (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. 	The proposed access driveway is designed in accordance with the relevant standard.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not applicable as the proposed development does not involve a shared access arrangement.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO10 Redevelopment provides for: <ul style="list-style-type: none"> (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths. 	AO10 No acceptable outcome is prescribed.	The proposed development will ensure the closure of superseded access driveways and the reinstatement of adjacent footpaths after construction. Such an outcome can be conditioned by Council accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO11 Development provides that an internal approach to an access driveway in the	AO11.1 Development provides sight distances to and from all proposed access driveways in	The proposed design results in sight lines have been designed in accordance with the	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Transport, access, parking and servicing planning scheme policy.	<input type="checkbox"/> Performance Solution
	AO11.2 Development ensures that convex mirrors are only used in a site: <ul style="list-style-type: none"> (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. 	The proposed development does not require any convex mirrors.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. <i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i>	The site is not located in City core or City frame as identified in Figure a.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO13 Development outside of the City core and City frame as identified in Figure a	AO13 Development outside of the City core and City frame as identified in Figure a:	The proposal provides car parking for the site which complies with the minimum	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p>(a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>(b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> <p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>requirements of the Transport, access, parking and servicing planning scheme policy.</p>	<p><input type="checkbox"/> Performance Solution</p>
<p>PO14 Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p><i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance</i></p>	<p>AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p> <p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>The proposed on-site car parking supply will cater for the demand of the proposed uses.</p> <p>The proposal does not involve a mixed use development.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</p>			
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement. 	<p>AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Car parking areas have been designed in accordance with the Transport, access, parking and servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access 	<p>The proposed design of supports CPTED through casual surveillance opportunities of common areas and minimises opportunities for graffiti with suitable exterior design.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>		
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <p>(a) denying access to potential canvases through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p> <p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p>	<p>AO17 The proposed design supports graffiti and vandalism prevention.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i>		
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	The proposed design provides for adequate servicing arrangements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	The proposed design provides for adequate servicing arrangements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	The proposed design provides for adequate servicing arrangements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and	The proposed design provides for adequate servicing arrangements.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	servicing planning scheme policy and the Infrastructure design planning scheme policy.		
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: <ul style="list-style-type: none"> (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements. 	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	The proposed design provides for adequate servicing arrangements with direct access via the shortest route for vehicles.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: <ul style="list-style-type: none"> (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1-9. 	AO21.1 Development which is freight-dependent development is located on a site which: <ul style="list-style-type: none"> (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. 	The proposed development is not required to be serviced by the abovementioned vehicles. As such, this element of the criteria is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	The proposed development is not freight dependent. As such, this element of the criteria is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.4 Wastewater Code

Effective V35 05 December 2025

5.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Wastewater code is to assess the suitability of an on-site wastewater system for development on land outside of sewerage area.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development incorporates an on-site wastewater system that is suited to the site and the nature of the development. (b) Development does not adversely impact the environmental values of surface water and groundwater as a result of the installation and operation of an on-site wastewater system. (c) Development does not increase the public health risk due to normal operation or any foreseeable circumstances. (d) Development incorporates measures for sustainable use of effluent to irrigate plants via a sub-surface irrigation system.	The subject site is not located outside of a sewerage area. As such, on-site wastewater system is not required.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO1 Development ensures that the intensity and scale of the change of use of premises does not:</p> <p>(a) increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality;</p> <p>(b) increase any health risks during a system failure;</p> <p>(c) deteriorate the water quality of existing or proposed water supplies;</p> <p>(d) limit the sustainable disposal of domestic effluent.</p>	<p>AO1 Development ensures that the proposed disposal system complies with the requirements of:</p> <p>(a) the <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</p> <p>(b) AS/NZS 1547:2012 On-site domestic wastewater management;</p> <p>(c) <i>Plumbing and Drainage Act 2018</i>;</p> <p>(d) the Queensland plumbing and wastewater code.</p> <p><i>Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.</i></p>	<p>The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO2 Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that:</p> <p>(a) minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments;</p> <p>(b) limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the</p>	<p>AO2.1 Development is on a lot with a minimum size of 2,000m² or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater.</p>	<p>The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO2.2 Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:</p> <p>(a) secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal;</p> <p>(b) <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</p>	<p>The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
sustainable disposal of domestic effluent.	(c) AS/NZS 1547:2012 On-site domestic wastewater management, (d) Plumbing and Drainage Act 2018; (e) Queensland plumbing and wastewater code.		
	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: <ul style="list-style-type: none"> (a) with a slope of less than 15%, or where the land is terraced to receive the full disposal area; (b) no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; (c) above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; (d) no closer than 25m to a cut or embankment. 	The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO2.4 Development ensures that the proposed sub-surface on-site effluent disposal system is not located: <ul style="list-style-type: none"> (a) on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; (b) within 0.6m of a permanent watertable; (c) within 1m of bedrock; (d) on land composed mainly of sand, gravel, fractured rock or heavy clay. 	The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO2.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.</p>	<p>The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO2.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.</p>	<p>The subject site contains all urban services included sewer. Please refer to the Civil engineering report submitted as part of the application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

7.2 State Code Assessment – State Code 2

APPENDIX 2 – STATE CODE ASSESSMENT

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1. STATE CODE 2: DEVELOPMENT IN A RAILWAY ENVIRONMENT

Table 2.1 Development in general

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	PO1 Complies. The proposal does not create a hazard within the railway corridor.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO2 Complies. The proposal does not cause damage to the railway corridor or infrastructure.
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	PO3 Complies. The proposal does not interfere with or obstruct railway infrastructure.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	PO4 Complies. The proposal does not adversely impact the structural integrity of the railway.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	PO5 Not applicable. The proposal is not located above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	PO6 Complies. The proposal does not adversely impact the operating performance of the railway corridor.
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	PO7 Complies. The proposal does not adversely impact the operating performance of the railway corridor.
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements	PO8 Not applicable. The proposal is not located within a railway corridor.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	adjacent to railways , Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	PO9 Complies. The proposal does not interfere with or obstruct railway infrastructure.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	PO10 Complies. The proposal does not interfere with or obstruct railway infrastructure.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway . OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways , Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	PO11 Not applicable. The proposal is not located within viewing distance to the centre line of railway corridor.
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	PO12 Complies. The proposed development will not create or exacerbate stormwater run-off or overland flow from the development site.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway	No acceptable outcome is prescribed.	PO13 Complies. The proposed development will not create or exacerbate stormwater run-off or overland flow from the development site.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
corridor, rail transport infrastructure or other rail infrastructure.		
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor, rail transport infrastructure or other rail infrastructure.	No acceptable outcome is prescribed.	PO14 Complies. The proposed development will not create or exacerbate stormwater run-off or overland flow from the development site.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor.	No acceptable outcome is prescribed.	PO15 Complies. The development will not result in a material worsening of flooding impacts.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor.	AO16.1 Drainage infrastructure is wholly contained within the development site. AND AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor.	AO16.1 Complies. Drainage infrastructure is wholly contained within the development site. AO16.3 Complies. Drainage infrastructure can be maintained without requiring access to a railway corridor.
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor.	No acceptable outcome is prescribed.	PO17 Complies. The proposal does not cause ground movement or vibrations impacts.
Access		
PO18 Development prevents unauthorised access to the railway corridor.	AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards. AND AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical	AO18.1-AO18.3 Complies. The proposal will not result in unauthorised access to the railway corridor.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. AND AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carparks abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor .	
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	AO19.1 Complies. The proposal will not result in unauthorised access to the railway corridor.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge . AND AO20.2 Permanent structures are not located below or abutting a railway bridge . AND AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor .	AO20.1-AO20.3 Complies. The proposed development is not located near any railway bridge.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	PO21 Complies. The proposal does not compromise the safety of public passenger transport infrastructure.
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger	No acceptable outcome is prescribed.	PO22 Complies.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
transport infrastructure and active transport infrastructure associated with the railway.		The proposal does not compromise the safety of public passenger transport infrastructure.
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	PO23 Complies. The proposal does not compromise the safety of public passenger transport infrastructure.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	PO24 Complies. The proposal does not compromise the safety of public passenger transport infrastructure.
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure.	No acceptable outcome is prescribed.	PO25 Complies. The proposal does not impede on the delivery of planned upgrades.
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure.	AO26.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	AO26.1 Not applicable. The proposal does not involve the handling or storage of hazardous chemicals.

Table 2.2 Filling, excavation, building foundations and retaining structures

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure.	No acceptable outcome is prescribed.	PO27 Complies. The proposal does not create a safety hazard for users of the railway.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor.	No acceptable outcome is prescribed.	PO28 Complies. The development does not adversely impact on the operating performance of the railway.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	PO29 Complies. The development does not undermine, damage or cause subsidence of the railway corridor.
PO30 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	PO30 Complies. The proposal does not adversely impact the structural integrity or physical condition of the railway.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	PO31 Complies. The development does not cause ground water disturbance in the railway corridor.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	PO32 Complies. The development does not adversely impact the railway or railway corridor.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	PO33 Complies. The proposal does not adversely impact the operating performance of the railway.
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	AO34.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	PO34 Complies. The proposal will not store material in or adjacent to the railway corridor.

Table 2.3 Railway crossings

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO35 Development does not require a new level railway crossing.	No acceptable outcome is prescribed.	PO35 Complies. The proposal does not require a new level railway crossing.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	PO36 Complies. The proposal does not adversely impact on the operating performance of an existing railway.
PO37 Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	PO37 Complies. The proposal does not adversely impact on the safety of an existing railway crossing.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.	No acceptable outcome is prescribed.	PO38 Complies. The proposal does not result in queuing in a railway crossing.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a railway with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a railway.	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 	PO39 Not applicable. The proposal is not for a reconfiguring a lot.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.</p>	
<p>Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO40 Reconfiguring a lot minimises free field noise intrusion from a railway.</p>	<p>AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by</p>	<p>PO40 Not applicable. The proposal is not for a reconfiguring a lot.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	<p>alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
<p>PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.</p>	<p>AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>AO41.1 Complies.</p> <p>The proposed development will be designed in accordance with the acoustic requirements and standards. Please see the attached Noise Impact Assessment prepared by <i>MWA Environmental</i> for further detail.</p>
<p>PO42 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.</p>	<p>AO42.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 	<p>AO42.1 Complies.</p> <p>The proposed development will be designed in accordance with the acoustic requirements and standards. Please see the attached Noise Impact Assessment prepared by <i>MWA Environmental</i> for further detail.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
	2. in accordance with: <ul style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR <p>AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p>PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO43 Complies. The proposed development will be designed in accordance with the acoustic requirements and standards.</p>
<p>Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO44 Balconies, podiums and roof decks include:</p> <ul style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks 	<p>No acceptable outcome is prescribed.</p>	<p>PO44 Complies. The proposed development will be designed in accordance with the acoustic requirements and standards.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	PO45 Complies. The proposed development will be designed in accordance with the acoustic requirements and standards.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
<p>PO46 Development:</p> <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: <ol style="list-style-type: none"> i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is prescribed.	<p>PO46 Complies.</p> <p>The recommended ground level acoustic barriers / walls are presented on Figure 5A within the attached Noise Impact Assessment prepared by <i>MWA Environmental</i>. The construction of the acoustic barriers / walls and solid balustrades will be gap free and have a minimum surface area density of 12.5 kg/m².</p>
<p>PO47 Development involving a childcare centre or educational establishment:</p> <ol style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: 	No acceptable outcome is prescribed.	<p>PO47 Complies.</p> <p>The recommended ground level acoustic barriers / walls are presented on Figure 5A within the attached Noise Impact Assessment prepared by <i>MWA Environmental</i>. The</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
<p>a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</p> <p>b. in accordance with:</p> <p>i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or</p> <p>2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		<p>construction of the acoustic barriers / walls and solid balustrades will be gap free and have a minimum surface area density of 12.5 kg/m².</p>
<p>PO48 Development involving:</p> <p>1. indoor education areas and indoor play areas; or</p> <p>2. sleeping rooms in a childcare centre; or</p> <p>3. patient care areas in a hospital;</p> <p>achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO48 Complies.</p> <p>The proposed development will be designed in accordance with the acoustic requirements and standards. Please see the attached Noise Impact Assessment prepared by <i>MWA Environmental</i> for further detail.</p>
<p>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO49 Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with:</p> <p>1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and</p> <p>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO49 Complies.</p> <p>The upper level outdoor play area solid balustrades / acoustic barriers are presented on Figure 5B within the attached Noise Impact Assessment prepared by <i>MWA Environmental</i>. The construction of the acoustic barriers / walls and solid balustrades should be gap free and have a minimum surface area density of 12.5 kg/m².</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
<p>PO50 Development including:</p> <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is prescribed.	<p>PO50 Complies.</p> <p>The proposed development will be designed in accordance with the acoustic requirements and standards. Please see the attached Noise Impact Assessment prepared by MWA <i>Environmental</i> for further detail.</p>
Air, light and vibration		
<p>PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway.</p>	<p>AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure.</p> <p>OR</p> <p>AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence, or other solid gap-free structure.</p>	<p>PO51 Complies.</p> <p>The proposed development will be designed in accordance with the air, light and vibration requirements and standards. Further compliance can be appropriately conditioned.</p>
<p>PO52 Patient care areas within hospitals are protected from vibration impacts from a railway.</p>	<p>AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p>	<p>PO52 Not applicable.</p> <p>The proposed development is for a childcare centre.</p>
<p>PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not:</p> <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); and 	No acceptable outcomes are prescribed.	<p>PO53 Complies.</p> <p>The proposed hours of operation are limited between 6:00am & 6:00pm.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
2. create unreasonable disturbance during evening hours (6pm to 10pm).		

Table 2.5 Development in a future railway corridor

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	RESPONSE
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor.	AO54.1 Development is not located in a future railway corridor. OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor. AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	PO54 Not applicable. The proposal is not located within a future railway corridor.
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor.	No acceptable outcome is prescribed.	PO55 Not applicable. The proposal is not located within a future railway corridor.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor.	No acceptable outcome is prescribed.	PO56 Not applicable. The proposal is not located within a future railway corridor.