

River Gateway Neighbourhood Plan Code

| Performance Outcome | Acceptable Outcome | Compliance |
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| <p>PO1</p> <p>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> <ul style="list-style-type: none"> (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (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>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.</p> <p>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.</p> | <p>AO1.1</p> <p>Development complies with the number of storeys and building height in Table 7.2.18.3.3.B.</p> <p>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 height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to the existing building height of the approved Building B11.</p> |
| | <p>AO1.2</p> <p>Development has a maximum plot ratio that complies with Table 7.2.18.3.3.C.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to the existing built form of the approved Building B11.</p> |
| | <p>AO1.3</p> <p>Development has boundary setbacks that comply with Table 7.2.18.3.3.D.</p> <p>Note—For development that fronts a street that is subject to a road-widening requirement, the minimum building setback is to be measured from the new property boundary.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to the existing built form of the approved Building B11.</p> |
| <p>PO2</p> <p>Development provides a range of open space and recreational opportunities that meet the needs of the community.</p> | <p>AO2</p> <p>Development incorporates future parks in accordance with Figure d.</p> | <p>Not Applicable</p> <p>The subject site is not identified in Figure d.</p> |

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| <p>PO3</p> <p>Development of a sensitive use on land that is affected by environmental emissions generated by an operational rail corridor are:</p> <p>(a) suitably located and orientated on the site;</p> <p>(b) designed and finished to mitigate noise intrusion.</p> | <p>A03</p> <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The proposed development does not involve a sensitive use.</p> |
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If in the Morningside precinct (River gateway neighbourhood plan/NPP-001) or the Cannon Hill/Murrarie precinct (River gateway neighbourhood plan/NPP-003)

Not Applicable
 The subject site is not located within the Morningside Precinct.

If in the Seven Hills TAFE precinct (River gateway neighbourhood plan/NPP-002)

Not Applicable
 The subject site is not located within the Seven Hills TAFE Precinct.

If in the Cannon Hill/Murrarie precinct (River gateway neighbourhood plan/NPP-003), where in the Cannon Hill shopping centre sub-precinct (River gateway neighbourhood plan/NPP-003c)

Not Applicable
 The subject site is not located within the Cannon Hill/Murrarie Precinct.

If in the Cannon Hill/Murrarie precinct (River gateway neighbourhood plan/NPP-003), where in the Park Hill south sub-precinct (River gateway neighbourhood plan/NPP-003d)

Not Applicable
 The subject site is not located within the Cannon Hill/Murrarie Precinct.

If in the Cannon Hill/Murrarie precinct (River gateway neighbourhood plan/NPP-003), where in the Former CSIRO site sub-precinct (River gateway neighbourhood plan/NPP-003e)

Not Applicable
 The subject site is not located within the Cannon Hill/Murrarie Precinct.

Airport Environs Overlay Code

Performance Outcome

Acceptable Outcome

Compliance

Section A: If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories

General

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| <p>PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p> | <p>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. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</p> | <p>Complies with AO1 The proposed development does not create a protrusion or emissions into the airspace.</p> |
| <p>PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports. 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.</p> | <p>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 with CASA Advisory Circular AC-139-05(1) Plume rise assessments; (b) smoke, dust, ash, steam or other airborne particulate.</p> | <p>Complies with AO2 The proposed development does not create a protrusion or emissions into the airspace.</p> |

Additional performance outcomes and accepted outcomes if involving Air service.

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| <p>PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p> | <p>A03 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.</p> | <p>Not Applicable Air services are not proposed.</p> |
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Section B: If in the Bird and bat strike zone sub-categories

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| <p>PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p> | <p>A04.1 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> | <p>Complies with A04.1 All waste storage is to be covered in accordance with historic approvals for Building B11.</p> |
| | <p>A04.2 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> | <p>Not Applicable No landscaping or drainage works are proposed as part of the proposed development.</p> |

Section C: If in the Public safety area sub-categories

Not Applicable
This sub-category is not identified on the subject site.

Section D: If in the Light intensity sub-categories

Not Applicable
This sub-category is not identified on the subject site.

Section E: If in the Aviation facilities sub-categories

Not Applicable
This sub-category is not identified on the subject site.

Section F: If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories

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| <p>PO8</p> <p>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>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>A08.1</p> <p>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 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>Not Applicable</p> <p>The proposed development is for a Food and Drink Outlet.</p> |
| | <p>A08.2</p> <p>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>Not Applicable</p> <p>The proposed development is for a Food and Drink Outlet.</p> |

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| | <p>A08.3 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>Not Applicable The proposed development is for a Food and Drink Outlet.</p> |
| | <p>A08.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.</p> | <p>Not Applicable The proposed development is for a Food and Drink Outlet.</p> |
| | <p>A08.5 Development for a use not identified in A08.1, A08.2, A08.3 or A08.4 is not located in the ANEF 40-45 sub-category.</p> | <p>Complies with A8.5 The proposed development is not located in this sub-category.</p> |
| <p>P09 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.</p> | <p>A09.1 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> | <p>Not Applicable The subject site is not located within these sub-categories.</p> |
| | <p>A09.2 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> | <p>Not Applicable The subject site is not located within these sub-categories.</p> |

| Industry Code | | |
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| Performance Outcome | Acceptable Outcome | Compliance |
| Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development | | |
| PO1 Development: (a) avoids or minimises air emissions; (b) complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: i. air quality (planning) criteria in Table 9.3.12.3.B; ii. the odour criteria in Table 9.3.12.3.C; iii. the health risk assessment criteria in Table 9.3.12.3.D. 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. | AO1.1 Development for a low impact industry or a research and technology industry or a warehouse located in the Low impact industry zone or General industry A zone precinct of the Industry zone, or for a research and technology industry or low impact industry in the Mixed industry and business zone precinct or major education and research facility zone precinct of the Specialised centre zone: (a) does not involve activities that generate air emissions from the site; (b) does not involve unsealed roads, driveways and vehicle manoeuvring areas. | Not Applicable The subject site is not located in these zones. |
| | AO1.2 Development for a medium impact industry A does not involve unsealed roads and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 150m from a sensitive zone. | Not Applicable The proposed development is for a Food and Drink Outlet and does not involve Medium Impact Industry A uses. |
| | AO1.3 Development for a medium impact industry B does not involve unsealed roads and: (a) does not involve activities that generate air emissions from the site; or (b) is located at least 250m from a sensitive zone. | Not Applicable The proposed development is for a Food and Drink Outlet and does not involve a Medium Impact Industry B use. |

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| | A01.4 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site. | Not Applicable The proposed development is for a Food and Drink Outlet and does not involve High Impact Industry uses. |
| | A01.5 Development for a concrete batching plant: (a) complies with the air quality and dust section of the Concrete batching plants planning scheme policy; (b) is located a minimum of 250m from a sensitive zone or sensitive use. | Not Applicable The proposed development does not involve a concrete batching plant. |
| | A01.6 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site. | Not Applicable The proposed development does not involve a renewable energy facility. |
| | A01.7 No acceptable outcome is prescribed for development for a special industry. | Not Applicable The proposed development does not involve a special industry use. |
| | A01.8 No acceptable outcome is prescribed for development in any other zones not listed above. | Complies with P01 The proposed development is for a Food and Drink Outlet and does not propose activities which create air emissions or adverse impacts to surrounding sensitive uses. |
| P02 Development complies with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G. 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. | A02.1 Development for a low impact industry, medium impact industry A, medium impact industry B, a research and technology industry or a warehouse located in the Low impact industry zone or General industry A zone precinct of the Industry zone, or for research and technology industry or low impact industry located in the Mixed industry and business zone precinct of the Specialised centre zone or Major education and research facility zone precinct of the Specialised centre zone: | Not Applicable The subject site is located within the General Industry B Precinct. |

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| <ul style="list-style-type: none"> (a) is conducted wholly indoors within a fully enclosed building except where located a minimum of 250m from a sensitive zone; (b) operates Monday to Saturday excluding public holidays between: <ul style="list-style-type: none"> i. 7am and 7pm, including deliveries; or ii. 7pm and 7am only where: (c) located at least 75m from a sensitive zone; (d) not involving deliveries, loading or unloading activities between 7pm and 7am. | |
| <p>AO2.2 Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.</p> | <p>Not Applicable The proposed development does not involve a car wash.</p> |
| <p>AO2.3 Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> (a) operates between 7am and 7pm Monday to Saturday excluding public holidays; or (b) is not clearly audible from a residential zone or sensitive use in a centre zone. | <p>Not Applicable The proposed development does not involve a car wash.</p> |
| <p>AO2.4 Development for medium impact industry in the General industry B zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> (a) does not involve outdoor activities between 7pm and 7am; or (b) is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or (c) is in a location at least 500m from a sensitive zone. | <p>Not Applicable The proposed development does not involve a Medium Impact Industry use. Notwithstanding, the proposed Food and Drink Outlet will operate between the hours of 7am-7pm in accordance with the relevant approval.</p> |

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| | <p>A02.5</p> <p>Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p> | <p>Not Applicable</p> <p>The proposed development does not involve a high impact industry use.</p> |
| | <p>A02.6</p> <p>Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p> | <p>Not Applicable</p> <p>The proposed development does not involve a concrete batching plant.</p> |
| | <p>A02.7</p> <p>No acceptable outcome is prescribed for development for a special industry.</p> | <p>Not Applicable</p> <p>The proposed development does not involve a special industry use.</p> |
| | <p>A02.8</p> <p>Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p> | <p>Not Applicable</p> <p>The proposed development does not involve a renewable energy facility.</p> |
| | <p>A02.9</p> <p>No acceptable outcome is prescribed for development in any other zones not listed above.</p> | <p>Complies with P02</p> <p>The proposed development is for a Food and Drink Outlet and will comply with the noise (planning) criteria in Table 9.3.12.3.E, low frequency noise criteria in Table 9.3.12.3.F and night-time noise criteria in Table 9.3.12.3.G.</p> |
| <p>P03</p> <p>Development minimises the risk to public safety, property and the environment from technological hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I.</p> <p>Note—A preliminary hazard analysis report prepared in accordance with the Industrial hazard and risk assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p> | <p>A03</p> <p>Development does not include the storage of dangerous goods and combustible liquids above the volumes/quantities identified in Table 9.3.12.3.H.</p> | <p>Complies with A03</p> <p>The proposed development is for a Food and Drink Outlet and does not include the storage of dangerous goods and combustible liquids.</p> |

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| <p>PO4</p> <p>Development on land used for urban purposes is serviced adequately with:</p> <p>(a) water supply which meets the stated standard of service for intended use and fire-fighting purposes;</p> <p>(b) waste disposal.</p> | <p>A04</p> <p>Development provides all lots with:</p> <p>(a) reticulated water supply;</p> <p>(b) reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots.</p> | <p>Complies with A04</p> <p>The subject site contains the appropriate connections to water and sewerage.</p> |
| <p>PO5</p> <p>Development in the City core and City frame area indicated in {Link,4392,Figure a} of the Transport, access, parking and servicing code provides car parking spaces at a rate which discourages private car use and encourages walking, cycling and the use of public transport.</p> | <p>A05</p> <p>Development in the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides car parking spaces at the maximum parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | <p>Not Applicable</p> <p>The development is located outside the City core and City frame areas.</p> |
| <p>PO6</p> <p>Development outside of the City core and City frame area indicated in {Link,4392,Figure a} of the Transport, access, parking and servicing code provides for the number of on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</p> | <p>A06</p> <p>Development outside of the City core and City frame area indicated in Figure a of the Transport, access, parking and servicing code provides a number of on-site car parking spaces:</p> <p>(a) in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>(b) which does not result in on-street parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> | <p>Complies with PO6</p> <p>The proposed development utilises existing car parking supply over the site as part of historic development approvals. The allocated car parking provision for Building B11 is considered as being sufficient in accommodating for the proposed use without having adverse impacts on car parking supply for adjoining land uses.</p> |
| <p>PO7</p> <p>Development provides for outdoor lighting which does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p> | <p>A07.1</p> <p>Development provides for outdoor lighting with technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> | <p>Complies with A07.1</p> <p>The development will provide outdoor lighting as per the technical parameters, design, installation, operation and maintenance which is in compliance with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> |

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| | A07.2 Development ensures that floodlighting is restricted to the type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire. | Complies with A07.2 Any floodlighting will comply with this acceptable outcome. |
| Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises | | |
| <p>PO8 Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater.</p> <p>Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</p> | A08.1 Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters. | Complies with A08.1 Liquids or solid waste will not be discharged to any lands or waters. |
| | A08.2 Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are: (a) roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination; (b) paved with an impervious surface and bunded so that any spills are retained on site for removal. | Complies with A08.2 Storage of contaminated substances will be located indoors. |
| | A08.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy. | Not Applicable The proposed development does not involve a concrete batching plant. |
| | A08.4 Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection | Not Applicable The proposed development does not involve the storage or dispensing of petroleum. |

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| | section of the Storage and dispensing of petroleum products planning scheme policy. | |
| PO9 Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in Table 9.3.12.3.J. | AO9 Development: (a) does not include fuel dispensing; or (b) complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; (c) includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy. | Not Applicable The proposed development does not involve fuel dispensing. |
| PO10 Development is designed and constructed to prevent ground contamination. | AO10 Development: (a) ensures that there is no underground fuel storage on the site; or (b) where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy. | Not Applicable The proposed development does not involve fuel storage. |
| PO11 Development for a building: (a) is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; (b) is easily accessible and legible; (c) designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street. | AO11.1 Development has a maximum site cover which is: (a) 75% in the Industry investigation zone, Low impact industry zone and Industry zone; (b) 25% in the Special industry zone and Extractive industry zone. | Not Applicable The subject site is not located in these zones. |
| | AO11.2 Development has a maximum building height of 15m. | Not Applicable The proposed development does not involve changes to the existing building footprint for Building B11 as per the relevant approval. |

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| | <p>A011.3</p> <p>Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to the existing building footprint for Building B11 as per the relevant approval.</p> |
| | <p>A011.4</p> <p>Development ensures that:</p> <p>(a) the main pedestrian entry to the building is:</p> <ul style="list-style-type: none"> i. easily identifiable; ii. clearly visible; iii. directly accessible from the street; <p>(b) the ground storey offices, display windows and entrance foyers are orientated towards the street frontage.</p> <p>Refer to Figure a.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to the existing pedestrian entry to Building B11 as per the relevant approval.</p> |
| | <p>A011.5</p> <p>Development provides street numbers and building and tenancy names which are displayed at the ground storey and are clearly identifiable from the street.</p> | <p>Complies with A011.5</p> <p>The proposed development will ensure street numbers and tenancy names are displayed at the ground storey.</p> |
| <p>PO12</p> <p>Development provides landscaping:</p> <p>(a) areas in locations where planting will ameliorate the view of the development from major public vantage points;</p> <p>(b) to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p> | <p>A012.1</p> <p>Development provides landscaping which:</p> <p>(a) covers a minimum of 3% of the site;</p> <p>(b) includes a landscaped strip along the site frontage with a minimum width of 2m;</p> <p>(c) includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.</p> | <p>Not Applicable</p> <p>The proposed development does not involve changes to landscaping as per the relevant approval.</p> |
| | <p>A012.2</p> <p>Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting.</p> <p>Note—Existing significant vegetation that already contributes to these requirements is to be retained.</p> | <p>Not Applicable</p> <p>This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |

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| | <p>A012.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p> | <p>Not Applicable This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |
| | <p>A012.4 Development provides large trees and spreading ground covers in all landscape areas within the site.</p> | <p>Not Applicable This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |
| | <p>A012.5 Development provides, in an area where screening or buffering is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building.</p> | <p>Not Applicable This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |
| <p>P013 Development creates a socially, visually and physically amenable work environment.</p> | <p>A013 Development provides an on-site recreation area for staff which: (a) includes seating, tables and rubbish bins; (b) is adequately protected from the weather; (c) is safely accessible to all staff; (d) is separate and private from public areas; (e) is located away from a noisy or odorous activity. Refer to Figure b.</p> | <p>Not Applicable This acceptable outcome has been achieved as part of historic development approvals for Building B11 over the site.</p> |
| <p>P014 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p> | <p>A014 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> | <p>Not Applicable This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |

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| | <ul style="list-style-type: none"> (b) defining different uses and public and private 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, public toilets 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, public toilets and communal areas. <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>PO15</p> <p>Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p> | <p>AO15</p> <p>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>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</p> | <p>Not Applicable</p> <p>This acceptable outcome has been achieved as part of historic development approvals over the site.</p> |
| <p>PO16</p> <p>Development is serviced adequately with:</p> <ul style="list-style-type: none"> (a) refuse disposal; (b) telecommunications; | <p>AO16.1</p> <p>Development is provided with and connected to electricity and telecommunications.</p> | <p>Complies with AO16.1</p> <p>The proposed development is connected to electricity and telecommunications.</p> |
| | <p>AO16.2</p> | <p>Complies with AO16.2</p> |

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| (c) energy supply. | Development does not impede existing refuse removal provisions and provides for a dedicated area or system to ensure adequate access to and removal of refuse. Note—Refer to the Refuse planning scheme policy for further guidance. | The proposed development does not impede the existing refuse removal for the site. |
| PO17 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard. | AO17 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements: (a) concrete kerb and channel; (b) paved roadway; (c) a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; (d) drainage works; (e) services conduits. | Not Applicable The proposed development does not involve subdivision of the site. |
| PO18 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout. | AO18 Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy. | Complies with AO18 The proposed development maintains existing vehicular arrangements as per relevant development approvals and does not have adverse impacts on traffic. |

Section B—If assessable development

Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone

Not Applicable

The subject site is not located within 150m of a sensitive zone.

Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone

Not Applicable

The subject site is not located on the opposite side of the road to a sensitive zone.

Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category

Not Applicable

The subject site is not adjoining a residential zone.

Additional performance outcomes and acceptable outcomes if a food and drink outlet or a shop

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| <p>PO22</p> <p>Development:</p> <ul style="list-style-type: none"> a. is in a highly accessible location; b. does not contribute to strip development along arterial roads; c. must not introduce non-local traffic into minor roads. | <p>A022</p> <p>Development is to be on a site that:</p> <ul style="list-style-type: none"> a. is located on either a district road or a suburban road; b. does not have a boundary to an arterial road. | <p>Complies with PO22</p> <p>The subject site is located within a highly accessible location, does not contribute to strip development along arterial roads, and will not introduce non-local traffic into minor roads. The proposed development will maintain existing access arrangements and are appropriate in accommodating for the proposed development.</p> |
| <p>PO23</p> <p>Development does not:</p> <ul style="list-style-type: none"> a. create a de facto centre through a clustering of small non-industrial uses; b. cause an incremental extension to the edge of an existing centre through sequential development of multiple small non-industrial uses; c. locate in a catchment which is already serviced by an existing centre. | <p>A023</p> <p>Development is not located on a site:</p> <ul style="list-style-type: none"> a. adjoining a zone in the Centre zones category; b. within 400m walking distance from the perimeter of a zone in the Centre zones category; c. in close proximity to an existing or approved shop or food and drink outlet; d. adjoining a site in the Commercial character building overlay. | <p>Complies with PO23</p> <p>The proposed development is consistent with the character of the Rivermakers Estate, providing a small-scale complimentary land use to existing industrial development. Furthermore, the development does not compete with existing Food and Drink Outlets over the site and alternatively, aims to support economic growth within the CRIP.</p> |
| <p>PO24</p> <p>Development:</p> | <p>A024</p> <p>Development:</p> | <p>Complies with A024</p> |

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| <ul style="list-style-type: none"> a. is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce; b. has hours of operation which are controlled so that the use does not detrimentally impact on the primary industrial function of an area. | <ul style="list-style-type: none"> a. has a maximum gross floor area of 250m²; b. where in the Low impact industry zone or General industry A zone precinct of the Industry zone: <ul style="list-style-type: none"> i. has hours of operation which are limited to 6am to 7pm Monday to Saturday excluding public holidays. | <p>The proposed development has a GFA of 195m² and maintains appropriate hours of operation for development within the General Industry B Precinct.</p> |
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Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
|---|---|---|
| <p>PO1</p> <p>Development is designed:</p> <ol style="list-style-type: none"> to include a technically competent and accurate response to the transport and traffic elements of the development; in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; to ensure the efficient operation and safety of the development and its surrounds. <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <p>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;</p> <p>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 Transport, access, parking and servicing planning scheme policy;</p> <p>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</p> | <p>AO1</p> <p>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | <p>Complies with PO1</p> <p>The proposed development maintains the existing access arrangements, servicing and vehicle manoeuvring for the development which were originally approved as part of the relevant approval.</p> |
| <p>PO2</p> <p>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</p> <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>The proposed development is for a small-scale Food and Drink Outlet and is not for a major size.</p> |
| <p>PO3</p> <p>Development provides vehicle access that is located and designed so as to have no significant impact on the safety,</p> | <p>AO3.1</p> | <p>Complies with AO3.1</p> <p>The proposed development maintains site access arrangements as per the relevant approval.</p> |

Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
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| efficiency, function, convenience of use or capacity of the road network. | Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | |
| | 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. | Not Applicable The proposed development is not required to provide an access easement. |
| PO4 Development provides walking and cycle routes through the site which: <ul style="list-style-type: none"> 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; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome. | AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: <ul style="list-style-type: none"> a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. | Complies with AO4.1 The proposed development maintains walking and cycle routes as per historic development approvals over the site. |
| | 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. | Complies with AO4.2 The proposed development maintains walking and cycle routes as per historic development approvals over the site. |
| | 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. | Complies with AO4.3 The proposed development maintains walking and cycle routes as per historic development approvals over the site. |
| PO5 Development provides secure and convenient bicycle parking which: | AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | Complies with AO5.1 The proposed development maintains bicycle parking spaces as per historic development approvals over the site. |

Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
|---|---|---|
| <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 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>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.</p> | <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 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>Complies with AO5.2 The proposed development maintains bicycle parking spaces as per historic development approvals over the site.</p> <p>Complies with AO5.3 The proposed development maintains bicycle parking spaces as per historic development approvals over the site.</p> <p>Complies with AO5.4 The proposed development maintains bicycle parking spaces as per historic development approvals over the site.</p> <p>Complies with AO5.5 The proposed development maintains bicycle parking spaces as per historic development approvals over the site.</p> |
| <p>PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. 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.</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>Not Applicable The proposed development is for a Food and Drink Outlet and is not required to provide shower cubicles and lockers.</p> |
| <p>PO7 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.</p> | <p>AO7 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.</p> | <p>Complies with AO7 The proposed development maintains the existing approved pedestrian and cycle access to the site.</p> |

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| Performance outcomes | Acceptable outcomes | Compliance |
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| <p>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.</p> | <p>AO8 No acceptable outcome is prescribed.</p> | <p>Complies with PO8 The proposed development maintains the existing approved pedestrian and cycle access to the site.</p> |
| <p>PO9 Development provides access driveways in the road area that are located, designed and controlled to:</p> <ul style="list-style-type: none"> 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. | <p>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).</p> | <p>Not Applicable The proposed development is not a major development.</p> |
| | <p>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.</p> | <p>Not Applicable The development maintains the existing site access from Lytton Road and Colmslie Road.</p> |
| | <p>AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | <p>Complies with AO9.3 The proposed development maintains sight distances from the site.</p> |
| | <p>AO9.4 Development provides access driveways in the road area which:</p> <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. | <p>Complies with AO9.4 The proposed development maintains the existing crossovers from Lytton Road and Colmslie Road as per historic development approvals over the site.</p> |
| | <p>AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p> | <p>Complies with AO9.5 The proposed development continues to utilise the shared access arrangements provided as part of the site as a whole.</p> |

Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
|--|---|--|
| <p>PO10</p> <p>Redevelopment provides for:</p> <ol style="list-style-type: none"> 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; the reinstatement of adjacent footpaths. | <p>AO10</p> <p>No acceptable outcome is prescribed.</p> | <p>Not Applicable</p> <p>All existing site access arrangements will be retained and utilised as part of this development application</p> |
| <p>PO11</p> <p>Development provides that an internal approach to an access driveway in the 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.</p> | <p>AO11.1</p> <p>Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> | <p>Complies with AO11.1</p> <p>The existing access driveways provide sight distances to the road and intersection in compliance with the Transport, access, parking and servicing planning scheme policy.</p> |
| | <p>AO11.2</p> <p>Development ensures that convex mirrors are only used in a site:</p> <ol style="list-style-type: none"> as a secondary support at access driveways; in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. | <p>Not Applicable</p> <p>The proposed development does not involve convex mirrors as part of this application.</p> |
| <p>PO12</p> <p>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.</p> | <p>AO12</p> <p>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.</p> <p>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.</p> | <p>Not Applicable</p> <p>The subject site is not located within the City core or City frame.</p> |
| <p>PO13</p> <p>Development outside of the City core and City frame as identified in Figure a 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>AO13</p> <p>Development outside of the City core and City frame as identified in Figure a:</p> | <p>Complies with PO13</p> <p>The proposed development maintains the existing car parking arrangements approved as part of the existing development approvals over the site. This car parking provision is considered as being sufficient in accommodating for car parking demand generated by the proposed</p> |

Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
|---|---|--|
| | <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>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.</p> | <p>development. Furthermore, the proposed development is not anticipated to have adverse impacts on the car parking supply available to accommodate adjacent land uses.</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>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance 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>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>Complies with PO14</p> <p>The proposed development utilises existing car parking spaces for the Heritage Quarter Precinct to the west of Building B11. This car parking arrangement is considered as being sufficient in accommodating for the proposed development and existing land uses over the site.</p> |
| <p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>a. is clearly defined, safe and easily accessible;</p> <p>b. is designed to contain potential adverse impacts within the site;</p> <p>c. does not detract from the aesthetics or amenity of an area;</p> <p>d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>e. is consistent with safe and convenient pedestrian and cyclist movement.</p> | <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>Complies with AO15</p> <p>The proposed development maintains existing parking bays, queue areas, and manoeuvring areas which are consistent with the standards outlined within the TAPS Policy.</p> |

Transport, Access, Parking and Servicing Code

| Performance outcomes | Acceptable outcomes | Compliance |
|---|---|---|
| <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 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, public toilets 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, public toilets, ATMs and communal areas. <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>Complies with AO16 The proposed development maintains elements of CPTED as part of historic development approvals over the site.</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> <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>Complies with AO17 The proposed development retains existing graffiti and vandalism prevention through access control techniques and ensures graffiti can be easily removed.</p> |

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| Performance outcomes | Acceptable outcomes | Compliance |
|---|--|---|
| | <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p> | |
| <p>PO18 Development is serviced by an adequate number and size of service vehicles.</p> | <p>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.</p> | <p>Complies with AO18 The proposed development maintains the existing service vehicle access arrangements, which sufficiently service the development and comply with TAPS standards.</p> |
| <p>PO19 Development layout provides for services which:</p> <ul style="list-style-type: none"> 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. | <p>AO19.1 Development ensures that a service bay provided on site:</p> <ul style="list-style-type: none"> 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. | <p>Complies with AO19.1 The proposed development maintains the existing service vehicle access arrangements, which sufficiently service the development, in compliance with TAPS.</p> |
| | <p>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.</p> | <p>Complies with AO19.2 The proposed development maintains the existing on-site servicing facilities and on-site vehicle manoeuvring areas which comply with the service area design standards.</p> |
| | <p>AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the infrastructure design planning scheme policy.</p> | <p>Complies with AO19.3 The proposed development maintains existing service areas for refuse collection in compliance with the relevant standards.</p> |
| <p>PO20 Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <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. | <p>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.</p> | <p>Complies with AO20 The proposed development ensures service vehicles will use the most direct route to the major road network, where deemed necessary.</p> |

Transport, Access, Parking and Servicing Code

Performance outcomes

Acceptable outcomes

Compliance

If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)

Not Applicable

The proposed development does not require servicing by a b-double, multi-combination vehicle, over-dimensional vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road.