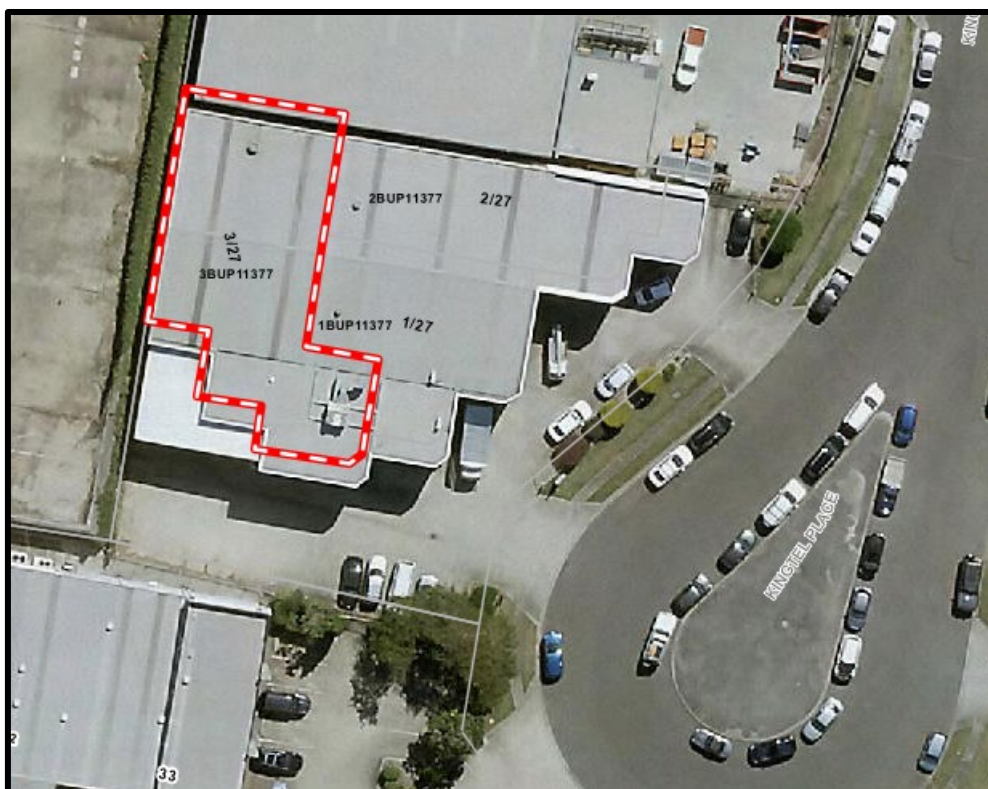


TOWN PLANNING REPORT

DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE BRISBANE CITY PLAN 2014



PROPOSED FUNERAL PARLOUR

**3/27 KINGTEL PLACE, GEEBUNG
LOT 3 ON BUP11377**

I.B. Town Planning
June 2025

PROPERTY DETAILS

Address:	3/27 Kingtel Place, Geebung
Real Property Description:	Lot 3 on BUP11377
Current Use of Site:	Medium Impact Industry/Warehouse
Zoning:	IN2 Industry Zone (General Industry B Precinct)
Overlays:	Airport Environs (OLS, PANS, BBS) Community Purposes Network Critical Infrastructure and Movement Network (Critical infrastructure and movement) Industrial Amenity (Investigation Area) Potential & Actual Acid Sulfate Soils (Land above 5m AHD and below 20m AHD) Road Hierarchy (Suburban Road & Primary Freight Access) Streetscape Hierarchy (Industrial Street)
Neighbourhood Plan:	N/A
Site Area:	529sqm
Road Frontage:	52.2m to Kingtel Place
Existing Services:	Water, Sewer, Electricity and Phone
Client:	Evermore Funerals

APPLICATION DETAILS

Type of Application:	Development Permit for Material Change of Use
Proposal:	Proposed Funeral Parlour (within existing building)
Level of Assessment:	Impact Assessment
Site Cover:	17.6% (Lot 3)
GFA:	529sqm
Maximum Height:	No change
Car Parking:	8 car spaces (allocated to Lot 3)
Referral Triggers:	Nil
Applicant:	Evermore Funerals C/- I.B. Town Planning
Contact Person:	Ian Buchanan

1.0 INTRODUCTION

1.1 Application

The applicant is seeking a Development Permit for Material Change of Use for the purpose of using the existing building as a Funeral Parlour.

The proposed Funeral Parlour use will consist of the following activities:

- A mortuary;
- Storing and preparing bodies for burial or cremation;
- Arranging funerals, memorials and other similar events;
- Meeting with families and viewing of bodies;
- Parking/storage of funeral vehicles; and
- Administration activities.

The proposed use only involves activities that are associated with preparations for funerals, memorials and other similar events and the general administration and operation of the business. There will be no funeral or memorial services conducted on the premises. These services will be provided elsewhere at established venues, which ensures that the use will not attract a large number of visitors to the site.

The use will be located within the existing building on the site, and no changes to the built form, access, parking or external appearance are required.

The land is located in the Industry Zone (General Industry B Precinct) and the application will be assessed using the Impact Assessment provisions of the *Planning Act 2016*.

1.2 Background / Site History

There is no recent development history for the site that is relevant to the proposal. The site development history relates only to the construction of the existing multi-tenancy industrial building on the site.

2.0 THE SITE

2.1 Location and Real Property Description

The subject site is described as Lot 3 on BUP11377 and is located on the western side of Kingtel Place in Geebung near the end of the cul-de-sac.



Subject Site

2.2 Site Characteristics

The subject site is described as Unit 3 within an existing multi-tenancy industrial building. The tenancy has ground floor warehouse and reception/administration areas, as well as a first floor administration area above.

Access to the warehouse component is facilitated by two roller doors, and there are 8 on-site car parking spaces allocated to and directly opposite the tenancy.

A stormwater easement traverses the southern driveway of the site, which is located clear of the existing building.

2.3 Zoning and Surrounding Land Uses

As shown on the image below, the subject site and surrounding land is located within the Industry Zone and General Industry B Precinct. To the south, the land transitions into the General Industry A Precinct.

The Geebung railway station and surrounding centre is located further to the south-west of the site near the intersection of Newman Road and Robinson Road West. There are no known sensitive land uses in the vicinity of the site.

The majority of the land surrounding the site is developed for industrial purposes, with a range of warehousing and manufacturing uses. Another funeral parlour is also located nearby on Industrial zoned land at 463 Newman Road.



Subject Site

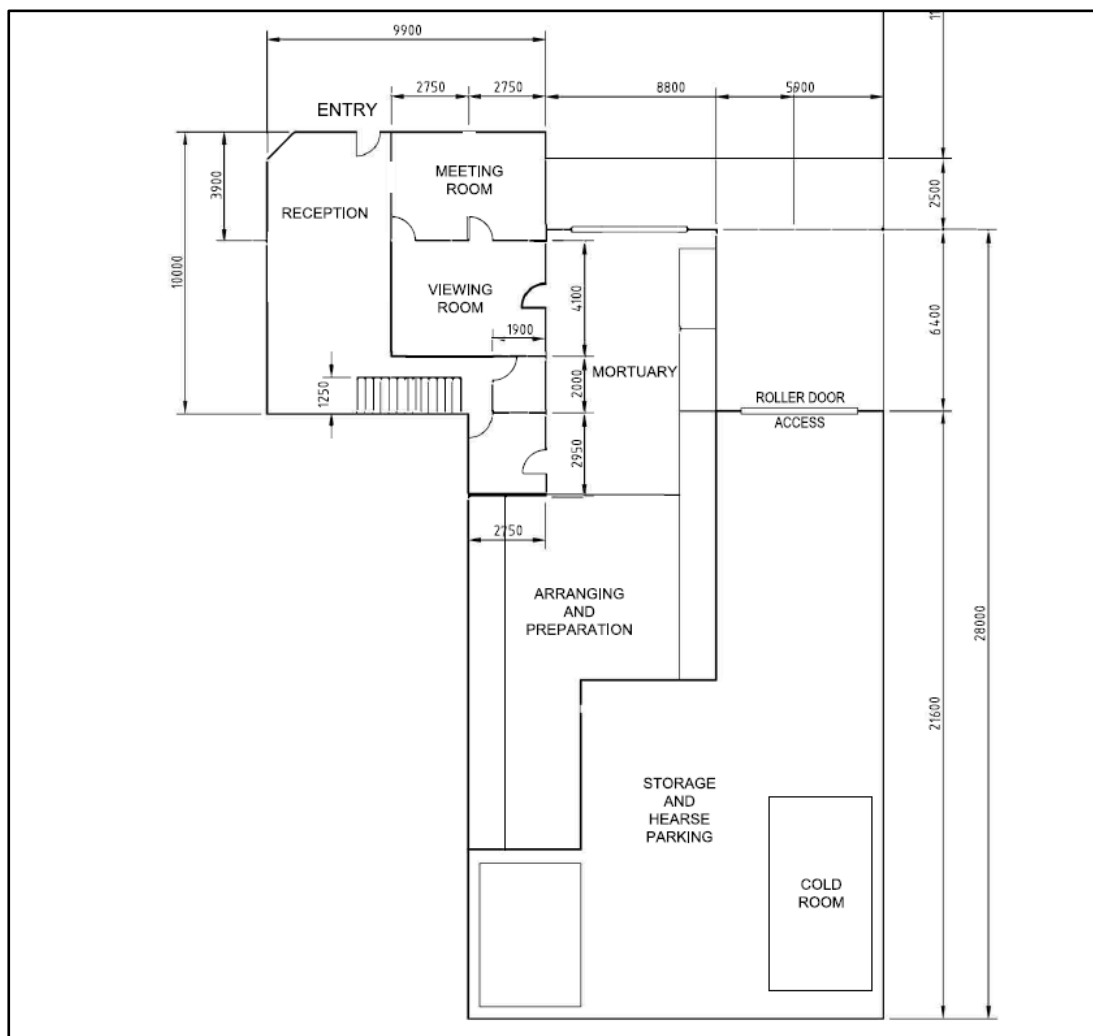
Light purple square	LII Low impact industry
Medium purple square	IN1 General industry A
Dark purple square	IN2 General industry B
Very dark purple square	IN3 General industry C
Dark purple square	SI Special industry
Light purple square	II Industry investigation
Light green square	SR Sport and recreation
Light blue square	SR1 Sport and recreation (Local)
Medium blue square	SR2 Sport and recreation (District)
Dark blue square	SR3 Sport and recreation (Metropolitan)
Light green square	OS Open space
Medium green square	OS1 Open space (Local)
Dark green square	OS2 Open space (District)
Very dark green square	OS3 Open space (Metropolitan)

3.0 THE PROPOSAL

3.1 Development Proposal

The applicant is seeking a Development Permit for Material Change of Use for the purpose of using the existing building as a Funeral Parlour. The proposed Funeral Parlour use will consist of the following activities:

- A mortuary;
- Storing and preparing bodies for burial or cremation;
- Arranging funerals, memorials and other similar events;
- Meeting with families and viewing of bodies;
- Parking/storage of funeral vehicles; and
- Administration activities.



Ground Floor Plan

The proposed use only involves activities that are associated with preparations for funerals, memorials and other similar events and the general administration and operation of the business. There will be no funeral or memorial services conducted on the premises. These services will be provided elsewhere at established venues, which ensures that the use will not attract a large number of visitors to the site.

There will also be no cremation or burial of bodies conducted on the site in conjunction with the use.

The ground floor layout shown above shows the layout of the various components of the use that are associated with the funeral parlour, including hearse parking, cold room storage and the mortuary within the warehouse area, plus spaces used for preparation and arranging as well as general storage.

The office/administration area will serve as the only area where direct contact between staff and families will occur. This area includes a reception and waiting area, a meeting room where funeral arrangements can be discussed with families, and a small viewing room where viewings can be catered for. No public access will be provided to the warehouse area where the storage and mortuary components are located.

The existing upper floor of the building has been fitted out as office and meeting space, and will be used for the administration activities associated with the business with a meeting room and workstation space.

3.2 Building Design

The tenancy is located on the western (rear) part of the site, and therefore has limited visibility from the street. The use does not require exposure to passing traffic as all visitors to the premises are managed by appointment only.

The use will be located within the existing building on the site, and no changes to the built form, access, parking or external appearance are required. The building will therefore maintain its existing industrial appearance.

3.3 Access and Parking

The Transport, access, parking and servicing planning scheme policy identifies the car parking rate for a Funeral Parlour as 10 spaces per 100m² of gross floor area. This rate is however equivalent to the rate for uses such as a Place of Worship or Function Facility, which is based on accommodating funeral or memorial services on the premises, which is not proposed for this use.

As the proposed use will only involve storage, preparation and administration activities, plus customer meetings and viewings in small groups only, there will not be a high demand for on-site car parking.

The existing site layout incorporates provision for 8 designated on-site parking spaces for Tenancy 3. The use currently operates with less than 5 full-time staff on the premises, and customer access for meetings and viewings typically only attract between 1 and 3 cars at a time.

Given the nature of the use, and low demand for on-site parking, it is considered that the existing car parking provisions will be suitable for the use in this instance.

All existing car parking spaces and driveways have been designed in accordance with Council's design criteria, as has the existing driveway crossovers which will remain unchanged.

All servicing will occur inside of the warehouse building. Service vehicle access is provided to the front of the tenancy, and any hearse used in conjunction with the business will be stored within the building so that it is not visible within public spaces on the site.

Refuse bins will also be stored within the tenancy, which has sufficient size to cater for the needs of the use. Refuse bins will be wheeled to the front of the tenancy on collection days, which ensures that they can be easily emptied into a rear-loading refuse collection vehicle on the site.

3.4 Stormwater Management

There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.

3.5 Landscaping

As there is no change proposed to existing site features including built form, access and parking areas, there will be no change to the landscape areas that have been established for the development.

4.0 LEGISLATIVE REQUIREMENTS

4.1 Planning Act 2016

The *Planning Act 2016* identifies that approval is necessary for assessable development that is declared as such under the 'local categorising instrument' (the Local Authority's Planning Scheme (under Part 1 of Chapter 3).

The proposed development being a Material Change of Use for a Funeral Parlour requires Impact Assessment in the General Industry B Zone under the Brisbane City Plan. The application will be therefore be assessed in accordance with the impact assessment provisions of the *Planning Act 2016*.

4.2 Planning Regulation 2017

4.2.1 State Referrals

A review of the referral triggers under the *Planning Regulation 2017* confirms that the application will not require referral to any State agencies.

4.3 State Planning Instrument Assessment

4.3.1 State Planning Policy

On 3 July 2017, the State Planning Policy (SPP) came into effect. There are 17 State interests arranged under five broad themes. Within these state interests there are five sets of assessment benchmarks applicable to the assessment of development applications. Where applicable, these are discussed below.

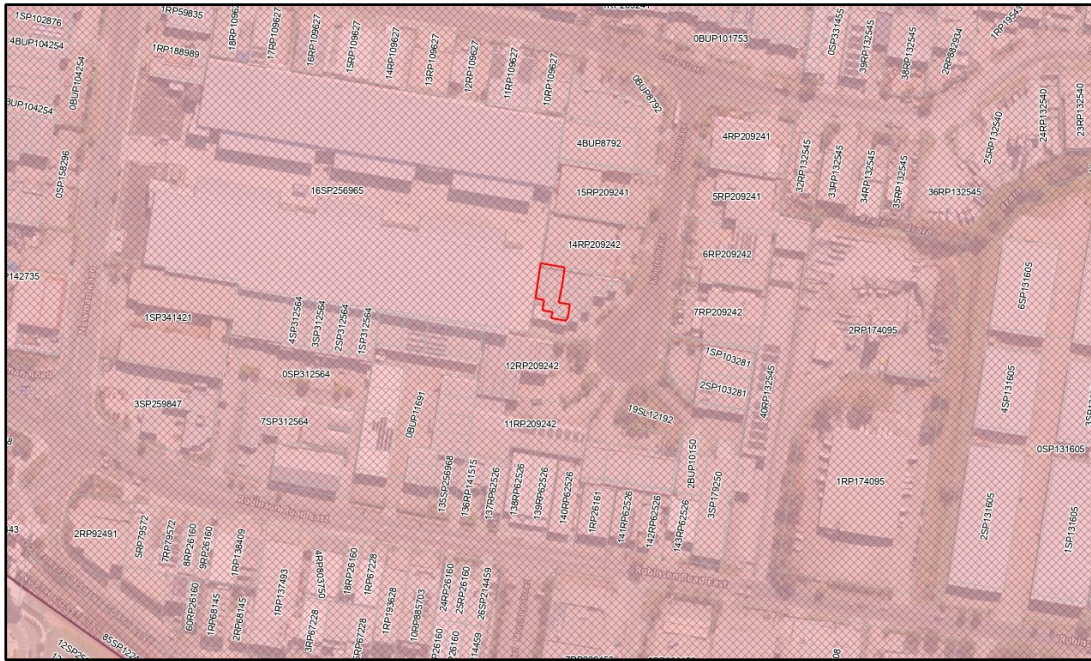
SPP State Interest Assessment Benchmarks	Assessment
Liveable communities	<i>Applicable</i> While the proposal is not for a residential use, the proposed use contributes to the range of services and facilities available within an employment area which assists to create a liveable community, and is appropriately located away from sensitive land uses.
Mining and extractive resources	<i>Not Applicable</i> The subject site is not located within or near a Key Resource Area.
Water quality	<i>Applicable</i> All stormwater from the site will be managed in accordance with best practice measures to ensure the quality of receiving waters is not adversely affected by the use.

<p>Natural hazards, risk and resilience:</p> <ul style="list-style-type: none"> - Bushfire prone areas - Flood hazard areas - Landslide hazard areas - Stormtide inundation areas - Erosion prone areas 	<p>The subject site is not identified as being subject to bushfire, landslide or coastal hazards.</p> <p>The site is identified within the SPP flood hazard area – Local government flood mapping area. The proposed development is considered to be consistent with the assessment benchmarks as detailed below:</p> <ul style="list-style-type: none"> • The flood hazard is mitigated to an acceptable/tolerable level given the context of the site and surrounding area and the proposed construction type. • The proposed development will not hinder disaster management activities. • The proposed development will not increase the severity of the flood hazard. • The proposed development does not involve the storage of hazardous materials. • It is noted that the site is located within an industrial area, is clear of vegetation and the proposed building has been designed to have a finished floor level at or above the defined flood level for the site.
<p>Strategic airports and aviation facilities</p>	<p>The proposed development is consistent with the state interest for strategic airports and aviation facilities as the development:</p> <ul style="list-style-type: none"> • Will not encroach into the operational airspace of a strategic airport. • Does not involve land within the 20 ANEF contours or greater. • Is not within the public safety area of a strategic airport. • Is not within the lighting area buffer zone or wildlife hazard buffer zone. • Does not encroach into the building restricted area of an aviation facility.

4.3.2 South East Queensland Regional Plan

The subject site is contained within the Urban Footprint and SEQ Major Enterprise and Industrial Area of the South East Queensland Regional Plan 2009-2031.

In accordance with Schedule 10 of the *Planning Regulation 2017*, the proposed industrial use does not trigger Assessable development and is consistent with the outcomes intended under the Regional Plan.



Regional Plan Mapping

4.3.3 State Vegetation Management Provisions

As shown on the site images in this report, the subject site is developed with an existing industrial building and does not contain any remnant native vegetation.

It is noted that the site does not contain any Regulated Vegetation on the site, as defined by the Department of Natural Resources and Mines Regulated Vegetation Management mapping. Therefore the proposed development is not affected by the requirements of the *Vegetation Management Act 1999*.



Regulated Vegetation Mapping

4.3.4 State Koala Planning Provisions

The subject site is located outside of the Koala Priority Area and mapped Koala Habitat areas. As such, assessment against Schedule 10 of the *Planning Regulation 2017* and associated benchmarks is not required to support this application.

4.4 City Plan 2014

4.4.1 Level of Assessment - Zoning

This application involves the use of an existing industrial building on the subject site. In the Industry Zone (General Industry B Precinct), the proposed Funeral Parlour use requires Impact Assessment and is therefore assessable against the Industry Code contained within the planning scheme. Our review of the City Plan requirements has identified that assessment against the following primary and secondary codes is relevant to the application:

- Industry Zone Code
- Industry Code
- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Stormwater Code
- Transport, Access, Services and Parking Code
- Wastewater Code

Compliance with these codes or alternate solutions is set out in the appendices of this report.

4.4.2 Overlays

The City Mapping identifies that the site is affected by the overlays listed in the table below. A review of the Level of Assessment tables in Part 5 of the *Brisbane City Plan 2014* has identified the corresponding level of assessment under these Overlays:

Overlay	Level of Assessment
Airport Environs	Accepted Development
Community Purposes Network	Code Assessable against the Overlay Code
Critical Infrastructure and Movement Network (Critical infrastructure and movement)	Code Assessable against the Overlay Code
Industrial Amenity	Code Assessable against the Overlay Code
Potential and Actual Acid Sulfate Soils (land at or below 5m AHD & 5m-20m AHD)	Code Assessable against the Overlay Code
Road Hierarchy (Arterial Road)	Code Assessable against the Overlay Code
Streetscape Hierarchy (Subtropical Boulevard – Out of Centre)	Code Assessable against the Overlay Code

An assessment of the proposal against the relevant provisions of the Overlay Codes identified above is provided in the appendices of this report.

4.4.3 Local Plan

The subject site is not located within the boundaries of a Neighbourhood Plan area.

4.4.4 Secondary Codes

Table 5.3.5.1 of the *Brisbane City Plan 2014* contains the prescribed Secondary Codes for assessable development. For the proposed development, the planning scheme identifies a number of secondary codes that need to be considered. The listed codes have been reviewed and comment provided below with respect to their applicability in this instance:

Filling and Excavation Code

Filling or excavation works on the site is not required in this instance as the proposed use will be located within the existing building.

Infrastructure Design Code

The proposal does not require the dedication of any land for new infrastructure, and all relevant frontage works and infrastructure services are provided to the site.

Landscape Work Code

As there is no change proposed to existing site features including built form, access and parking areas, there will be no change to the landscape areas that have been established for the development.

Outdoor Lighting Code

The proposal will provide all relevant outdoor lighting in accordance with the requirements of the Outdoor Lighting Code and any conditions of the development permit that reflect this Code. Assessment against the code has been included in the report appendices, showing that the proposal is compliant with the Outdoor Lighting Code.

Stormwater Code

There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.

Transport, Access, Parking and Servicing Code

The proposed layout incorporates provision for 8 designated on-site parking spaces for the tenancy, and the current site and building layout ensures adequate provision has been made for vehicle parking and service vehicle access for the proposed use.

Wastewater Code

The building is to be connected to the existing reticulated sewer network, in accordance with the relevant requirements of Queensland Urban Utilities. As such, there are no additional provisions contained in this code that would warrant additional assessment by Council in this instance.

5.0 PUBLIC NOTIFICATION

This development application is subject to Impact Assessment and therefore public notification will be required in accordance with the requirements of the *Planning Act 2016*.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The applicant is seeking a Development Permit for Material Change of Use for the purpose of using the existing building as a Funeral Parlour.

The proposed Funeral Parlour use will consist of the following activities:

- A mortuary;
- Storing and preparing bodies for burial or cremation;
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The proposed use only involves activities that are associated with preparations for funerals, memorials and other similar events and the general administration and operation of the business. There will be no funeral or memorial services conducted on the premises. These services will be provided elsewhere at established venues, which ensures that the use will not attract a large number of visitors to the site.

The use will be located within the existing building on the site, and no changes to the built form, access, parking or external appearance are required.

Given the nature of the use, and low demand for on-site parking, it is considered that the existing car parking provisions will be suitable for the use in this instance.

The information contained in this application demonstrates that the proposed use is suitable for the subject site, and will not have an adverse impact on the surrounding land uses. Therefore, based on the merits of this application it is requested that the application be approved, subject to reasonable and relevant conditions for the Development Permit.

Should you wish to discuss any of the issues raised in this application, please do not hesitate to contact our office.

TOWN PLANNING REPORT APPENDIX

BRISBANE CITY PLAN 2014 CODES

**PROPOSED FUNERAL PARLOUR
WITHIN THE EXISTING BUILDING**

**3/27 KINGTEL PLACE, GEEBUNG
LOT 3 ON BUP11377**

Industry Zone Code

Performance Outcomes	Proposal / Comment
<p>(1) The purpose of the Industry zone code is to provide for industrial uses. The Industry zone may include non-industrial and business uses that support industrial activities where they do not compromise the long-term use of the land for industrial purposes.</p>	<p>The proposed use maintains the industrial purpose of the site through the majority of the floor area being used for storage and preparation purposes, and as no changes to the building are required to accommodate the use, the long-term use of the land for industrial purposes is maintained.</p>
<p>(2) The local government purpose of the code is to:</p> <ul style="list-style-type: none"> • Implement the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> • Theme 1: Brisbane’s globally competitive economy, Element 1.2 – Brisbane’s industrial economy and Element 1.3 – Brisbane’s population- serving economy; • Theme 5: Brisbane’s CityShape, Element 5.2 – Brisbane’s Major Industry Areas. • Facilitate and maintain the long-term viability of industrial uses by excluding incompatible development and encouraging a broad range of industry that is compatible with adjacent residential areas. • Ensure development for an industrial use in a flood-prone location is appropriate to minimise potential off-site impacts during and after a flood event. 	<p>No changes to the industrial building on the site are required to accommodate the use, which ensures the long-term use of the land for industrial purposes is maintained.</p>
<p>(3) The purpose of the code will be achieved through overall outcomes for:</p> <ul style="list-style-type: none"> • development location and uses; • development form; • the following zone precincts: <ul style="list-style-type: none"> • General industry A zone precinct; • General industry B zone precinct; • General industry C zone precinct. 	<p>The proposed use is consistent with the outcomes intended for the General Industry B precinct.</p>
<p>(4) Development location and uses overall outcomes are:</p> <ul style="list-style-type: none"> • Development provides for industrial uses appropriate to the zone precinct. • Development avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones. • Development for an industrial use meets the requirements for separation from sensitive uses to minimise the likelihood of environmental harm or environmental nuisance. • Development protects the viability of existing and future industry from the intrusion of incompatible uses. 	<p>The proposed use of the building is consistent with the intent of the zone to accommodate uses in a manner which is consistent with the surrounds, and minimising any noise or air emissions from the site. There are no sensitive uses nearby, nor does the use trigger criteria that would impact upon a sensitive use. Given this, the development is considered to meet the intent of the overall outcomes of the zone code.</p>

Performance Outcomes	Proposal / Comment
<ul style="list-style-type: none"> • Development for a stand-alone office is not accommodated. • Development for a use that is ancillary to an industrial use on the same site, such as an office function, or small-scale shop or food and drink outlet that directly supports the industry and workers may be accommodated. • Development for an industrial use is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on non-industrial land. • Development in a flood-prone area is limited to uses that are compatible with minimising off-site impacts in the event of a flood. 	
<p>(5) Development form overall outcomes are:</p> <ul style="list-style-type: none"> • Development is of a built form, mass and setback that contribute to a high standard of amenity. • Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development. 	<p>The proposed use will be located within an existing building, and no change to the existing built form or site features is proposed.</p>
<p>(6) General industry A zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> • Development provides for low impact industry, service industry and warehouse uses throughout the General industry A zone precinct, • Development includes a broad range of industry that is compatible with adjacent residential areas • Development for a medium impact industry use; <ul style="list-style-type: none"> • is located at an appropriate distance from sensitive uses; • avoids or minimises noise and air emissions to meet noise and air quality criteria at sensitive zones and zone precincts. 	<p>Not applicable – the site is not located in this precinct.</p>
<p>(7) General industry B zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> • Development provides for low impact industry and medium impact industry throughout the General industry B zone precinct. • Development for a high impact industry use; <ul style="list-style-type: none"> • is located at an appropriate distance from sensitive uses; • avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones. • Development avoids or minimises noise and air emissions to meet noise and air-quality criteria at the minimum separation distances to sensitive zones. • Development protects adjacent residential and community use areas from intrusion of heavy vehicular traffic. 	<p>The site is appropriately separated from the nearest sensitive land uses and will not create any environmental harm or nuisance that would have an adverse impact on the surrounding area.</p>

Performance Outcomes	Proposal / Comment
<p>(8) General industry C zone precinct overall outcomes are:</p> <ul style="list-style-type: none"> • Development provides for a range of high impact industry uses and compatible medium impact industry uses. • Development for an industrial use: <ul style="list-style-type: none"> • is appropriately separated from sensitive land uses to minimise the likelihood of environmental harm, environmental nuisance or unacceptable community safety risks; • avoids or minimises noise and air emissions to meet noise and air-quality criteria at sensitive zones. • Development protects the viability of existing and future industry from the intrusion of incompatible uses, including sensitive uses, low impact industry, service industry and warehouse uses. • Development protects residential and community use area from heavy vehicular traffic. 	<p>Not applicable – the site is not located in this precinct.</p>

Industry Code

Table 9.3.12.3.A—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for self-assessable or assessable development		
<p>PO1 Development:</p> <ul style="list-style-type: none"> • avoids or minimises air emissions; • complies with the following criteria in a sensitive zone, and at a sensitive use in a rural zone: <ul style="list-style-type: none"> • air quality (planning) criteria in Table 9.3.12.3.B; • the odour criteria in Table 9.3.12.3.C; • the health risk assessment criteria in Table 9.3.12.3.D. <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>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:</p> <ul style="list-style-type: none"> • does not involve activities that generate air emissions from the site; • does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	Not applicable – site is located in the General Industry B Zone Precinct.
	<p>AO1.2 Development for a medium impact industry A located in the Low impact industry zone or General industry A zone precinct of the Industry zone does not involve unsealed roads and:</p> <ul style="list-style-type: none"> • does not involve activities that generate air emissions from the site; or • is located at least 150m from a sensitive zone. 	Not applicable – site is located in the General Industry B Zone Precinct.
	<p>AO1.3 Development for a medium impact industry B located in the Low impact industry zone or General industry A zone precinct of the Industry zone does not involve unsealed roads and:</p> <ul style="list-style-type: none"> • does not involve activities that generate air emissions from the site; or • is located at least 250m from a sensitive zone. 	Not applicable – site is located in the General Industry B Zone Precinct.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO1.4 Development for a medium impact industry is located in the General industry B zone precinct of the Industry zone or the General industry C zone precinct of the Industry zone.</p>	<p>Not applicable – the proposed use is not a medium impact industry.</p>
	<p>AO1.5 Development for a high impact industry where not a concrete batching plant, does not involve an activity which generates air emissions from the site.</p>	<p>Not applicable – the proposed use is not a high impact industry.</p>
	<p>AO1.6 Development for a concrete batching plant:</p> <ul style="list-style-type: none"> • complies with the air quality and dust section of the Concrete batching plants planning scheme policy; • is located a minimum of 250m from a sensitive zone or sensitive use. 	<p>Not applicable – the proposed use is not a concrete batching plant.</p>
	<p>AO1.7 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.</p>	<p>Not applicable – the proposed use is not a renewable energy facility.</p>
	<p>AO1.8 No acceptable outcome is prescribed for development for a special industry.</p>	<p>Not applicable – the proposed use is not a special industry.</p>
	<p>AO1.9 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>The requirements for the proposed use and it's suitability within a warehouse tenancy has been addressed within the application.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO2 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.</p>	<p>AO2.1 Development for a low impact industry or medium impact industry A or medium impact industry B 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 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:</p> <ul style="list-style-type: none"> • operates: <ul style="list-style-type: none"> • between 7am and 7pm Monday to Saturday excluding public holidays; or • so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; • is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; • does not receive deliveries between 7pm and 7am. 	<p>The proposed use will not generate noise that is audible from a residential zone, or a sensitive use in a centre zone.</p>
	<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 proposal does not include 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"> • operates between 7am and 7pm Monday to Saturday excluding public holidays; or • is not clearly audible from a residential zone or sensitive use in a centre zone. 	<p>Not applicable – the proposal does not include a car wash.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<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"> • does not involve outdoor activities between 7pm and 7am; or • is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or • is in a location at least 500m from a sensitive zone. 	Not applicable – the proposal is not for a medium impact industry use.
	<p>AO2.5 Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p>	Not applicable – the proposed use is not a high impact industry.
	<p>AO2.6 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p>	Not applicable – the proposed use is not a concrete batching plant.
	<p>AO2.7 No acceptable outcome is prescribed for development for a special industry.</p>	Not applicable – the proposed use is not a special industry.
	<p>AO2.8 Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p>	Not applicable – the proposed use is not a renewable energy facility.
	<p>AO2.9 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	The requirements for the proposed use and it’s suitability within a warehouse tenancy has been addressed within the application.
<p>PO3 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 9.3.12.3.1.</p>	<p>AO3 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>	The proposed use does not involve the storage of any dangerous goods above the volumes listed.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<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>PO4 Development on land used for urban purposes is serviced adequately with:</p> <ul style="list-style-type: none"> • water supply which meets the stated standard of service for intended use and fire-fighting purposes; • waste disposal. 	<p>AO4 Development provides all lots with:</p> <ul style="list-style-type: none"> • reticulated water supply; • reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots. 	<p>The site is provided with all necessary services, which have suitable capacity to cater for the proposed use.</p>
<p>PO5 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 a rate which discourages private car use and encourages walking, cycling and the use of public transport.</p>	<p>AO5 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 - The site is not in the City core or City frame areas.</p>
<p>PO6 Development outside of the City core and City frame area indicated in 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>AO6 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> <ul style="list-style-type: none"> • in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or • 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>The Transport, access, parking and servicing planning scheme policy identifies the car parking rate for a Funeral Parlour as 10 spaces per 100m² of gross floor area. This rate is however equivalent to the rate for uses such as a Place of Worship or Function Facility, which is based on accommodating funeral or memorial services on the premises, which is not proposed for this use.</p> <p>As the proposed use will only involve storage, preparation and administration activities, plus customer meetings and viewings in small groups only, there will not be a high demand for on-site car parking.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
		<p>The existing site layout incorporates provision for 8 designated on-site parking spaces for Tenancy 3. The use currently operates with less than 5 full-time staff on the premises, and customer access for meetings and viewings typically only attract between 1 and 3 cars at a time.</p> <p>Given the nature of the use, and low demand for on-site parking, it is considered that the existing car parking provisions will be suitable for the use in this instance.</p>
<p>PO7 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>AO7.1 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>Outdoor lighting will comply with the requirements of the relevant standard and can be conditioned accordingly.</p>
	<p>AO7.2 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.</p>	<p>Complies – as per AO7.1.</p>
<p>Additional criteria where involving an extension to an existing premises or a new premises</p>		
<p>PO8 Development is designed and constructed to prevent the emission of contaminants to surface water or groundwater. Note—For guidance on assessing potential impacts and performance requirements, refer to the Infrastructure design planning scheme policy.</p>	<p>AO8.1 Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p>	<p>Complies – if applicable, the development will discharge trade waste to the sewer network. Only stormwater will be discharged to the stormwater system.</p>
	<p>AO8.2 Development where not for a concrete batching plant or involving storing or dispensing of petroleum ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <ul style="list-style-type: none"> • 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; 	<p>Not applicable – the use does not involve the storing or dispensing of petroleum.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<ul style="list-style-type: none"> paved with an impervious surface and bunded so that any spills are retained on site for removal. 	
	<p>AO8.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p>	Not applicable –the proposal is not for a concrete batching plant.
	<p>AO8.4 Development involving storing or dispensing of petroleum manages discharges to the stormwater system in compliance with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy.</p>	Not applicable – the use does not involve the storing or dispensing of petroleum.
<p>PO9 Development is designed and constructed to prevent ground contamination.</p>	<p>AO9 Development:</p> <ul style="list-style-type: none"> ensures that there is no underground fuel storage on the site; or 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. 	No underground fuel storage is proposed on the site.
<p>PO10 Development for a building:</p> <ul style="list-style-type: none"> is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street; is easily accessible and legible; is located between the street frontage and the building; designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street; 	<p>AO10.1 Development has a maximum site cover which is:</p> <ul style="list-style-type: none"> 75% in the Industry investigation zone, Low impact industry zone and Industry zone; 25% in the Special industry zone and Extractive industry zone. 	No change to the existing building or site coverage is proposed.
	<p>AO10.2 Development has a maximum building height of 15m.</p>	No change to the existing building is proposed, which is less than 15m in height.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> • provides for infrastructure and service requirements of future users including: <ul style="list-style-type: none"> • trade waste connections to sewer; • storage tanks; • refuse and recycling storage areas; • waste pre-treatment devices; • other ancillary equipment; • car parking and manoeuvring areas. 	<p>AO10.3 Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p>	<p>No change to the existing building or setbacks is proposed.</p>
	<p>AO10.4 Development ensures that:</p> <ul style="list-style-type: none"> • the main pedestrian entry to the building is: <ul style="list-style-type: none"> • easily identifiable; • clearly visible; • directly accessible from the street; • the ground storey offices, display windows and entrance foyers are orientated towards the street frontage. <p>Refer to Figure a.</p>	<p>Pedestrian access to the site is be clearly delineated, and the main entry to each tenancy is easily identifiable as detailed on the attached plans.</p>
	<p>AO10.5 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 - The site is provided with clear street numbering.</p>
<p>PO11 Development provides landscaping:</p> <ul style="list-style-type: none"> • areas in locations where planting will ameliorate the view of the development from major public vantage points; • 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>AO11.1 Development provides landscaping which:</p> <ul style="list-style-type: none"> • covers a minimum of 3% of the site; • includes a landscaped strip along the site frontage with a minimum width of 2m; • includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m. 	<p>Complies – landscaping has been provided via a landscape strip to the frontage of the site (excluding the cross overs). No changes to existing external features or landscaping is proposed.</p>
	<p>AO11.2 Development provides tree planting to site frontages which will achieve a canopy spread over 50% of the site frontage within 5 years of planting. Note—Existing significant vegetation that already contributes to these requirements is to be retained.</p>	<p>No changes to existing external features or landscaping is proposed.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO11.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p>	<p>No changes to existing landscaping is proposed.</p>
	<p>AO11.4 Development provides large trees and spreading ground covers in all landscape areas within the site.</p>	<p>No changes to existing landscaping is proposed.</p>
	<p>AO11.5 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>No changes to existing landscaping is proposed.</p>
<p>PO12 Development creates a socially, visually and physically amenable work environment.</p>	<p>AO12 Development provides an on-site recreation area for staff which:</p> <ul style="list-style-type: none"> • includes seating, tables and rubbish bins; • is adequately protected from the weather; • is safely accessible to all staff; • is separate and private from public areas; • is located away from a noisy or odorous activity. <p>Refer to Figure b.</p>	<p>The layout for the tenancy includes provision for a dedicated lunch room / break area.</p>
<p>PO13 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO13 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"> • facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; • defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings; 	<p>The entrance to the site and car parking area will remain visible from the street frontage and will be well lighted. There are no entrapment areas, ensuring a high degree of visibility, in compliance with the acceptable outcome.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<ul style="list-style-type: none"> • promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; • ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; • including way-finding cues; • 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>PO14 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO14 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <ul style="list-style-type: none"> • denying access to potential canvas through access control techniques; • reducing potential canvases through canvas reduction techniques; • 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>The site will be monitored to reduce the opportunity for vandalism. The proposed built form is enclosed, which will assist with reducing the potential for vandalism.</p>
<p>PO15 Development is serviced adequately with:</p> <ul style="list-style-type: none"> • refuse disposal; • telecommunications; • energy supply. 	<p>AO15.1 Development is provided with and connected to electricity and telecommunications.</p>	<p>Complies - The site is connected to existing electricity and telecommunications infrastructure in the street.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO15.2 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.</p>	<p>The proposed design includes a dedicated refuse storage area within the tenancy. This is in a location that is easily accessible for staff, and enables the bins to be taken to the internal driveway area for collection.</p>
<p>PO16 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.</p>	<p>AO16 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements:</p> <ul style="list-style-type: none"> • concrete kerb and channel; • paved roadway; • a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; • drainage works; • services conduits. 	<p>Complies - The existing site is provided with all required infrastructure.</p>
<p>PO17 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.</p>	<p>AO17 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.</p>	<p>The site contains sufficient space for all cars to enter and exit the site in a forward direction.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section B—If assessable development		
Additional criteria if involving new premises or an extension to existing premises within 150m of a sensitive zone		
PO18 Development for a building: <ul style="list-style-type: none"> is reasonably compatible in appearance and scale with nearby residential buildings; ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises. 	AO18.1 Development has a maximum building height of 9.5m within 20m of a sensitive zone.	Not applicable – the site is not within 150m of a sensitive zone.
	AO18.2 Development has buildings which are constructed with brick, painted concrete or masonry and does not incorporate highly reflective materials.	Not applicable.
Additional criteria 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		
PO19 Development has a site layout which presents attractively with landscaping and building to a sensitive zone.	AO19 Development ensures that: <ul style="list-style-type: none"> the only activity located between the frontage landscape strip and the building is car parking for visitors and staff; the building is located towards the front boundary behind the frontage landscape strip; all other on-site activity, outdoor storage of vehicles, goods or material, open storage and servicing is located at the rear of the building and is not visible from the road. Refer to Figure c.	Not applicable – the site is not on the opposite side of the road to a sensitive zone.
Additional criteria 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		
PO20 Development provides: <ul style="list-style-type: none"> appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved; 	AO20.1 Development provides parking and outdoor storage areas which are screened from a zone in the Residential zones category and residential dwellings.	Not applicable – the site is not located with a common boundary to a residential zone.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view. 	<p>AO20.2 Development on a site where a zone in the Residential zones category adjoins the rear of the site ensures that the rear wall of the new industrial building is constructed from side boundary to side boundary. Refer to Figure d.</p>	Not applicable.
	<p>AO20.3 Development ensures that:</p> <ul style="list-style-type: none"> where a building wall with no openings is orientated to a zone in the Residential zones category, a densely planted landscaped buffer at least 3m wide is provided; or where a building wall with openings is orientated to a zone in the Residential zones category, a densely planted landscaped and screened buffer area at least 6m wide is provided. 	Not applicable.
	<p>AO20.4 Development provides landscape buffers consisting of tall trees and shrubs, including a mix of fast-growing pioneer species and mature stock of slower growing permanent species, which will form a complete visual screen of a minimum of 4m in height within 3 years of planting.</p>	Not applicable.
Additional criteria if a food and drink outlet or a shop		
<p>PO21 Development:</p> <ul style="list-style-type: none"> is in a highly accessible location; does not contribute to strip development along arterial roads; must not introduce non-local traffic into local roads. 	<p>AO21 Development is to be on a site that:</p> <ul style="list-style-type: none"> is located on either a district road or a suburban road; does not have a boundary to an arterial road. 	Not applicable – the site is not for a food and drink outlet or a shop.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO22 Development does not:</p> <ul style="list-style-type: none"> • create a de facto centre through a clustering of small non-industrial uses; • cause an incremental extension to the edge of an existing centre through sequential development of multiple small non-industrial uses; • locate in a catchment which is already serviced by an existing centre. 	<p>AO22 Development is not located on a site:</p> <ul style="list-style-type: none"> • adjoining a zone in the Centre zones category; • within 400m walking distance from the perimeter of a zone in the Centre zones category; • in close proximity to an existing or approved shop or food and drink outlet; • adjoining a site in the Commercial character building overlay. 	<p>Not applicable – the site is not for a food and drink outlet or a shop.</p>
<p>PO23 Development is low key in scale, nature and employment and of an appropriate size to serve the needs of the local workforce.</p>	<p>AO23 Development has a maximum gross floor area of 250m².</p>	<p>Not applicable – the site is not for a food and drink outlet or a shop.</p>

Airport Environs Overlay Code

Table 8.2.2.3.A—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If in the OLS sub-categories or the PANS-OPS sub-categories		
General		
<p>PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane or Archerfield airports.</p>	<p>AO1 Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports. 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 – the building is less than 10m high and does not penetrate 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 or Archerfield 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:</p> <ul style="list-style-type: none"> • a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; • smoke, dust, ash, steam or other airborne particulate. 	<p>Complies – the use will not generate any significant quantities of air emissions that would affect air turbulence, visibility or aircraft engine operation.</p>
Additional criteria if involving air services		
<p>PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p>	<p>AO3 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 – the development does not involve air services.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 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.	Complies – waste bins will be covered to ensure it is not accessible to birds and bats.
	AO4.2 Development involving landscaping or drainage works, including artificial waterbodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	Complies – the landscaping on the site will not attract birds or bats.
Section C—If in the Public safety area sub-categories		
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	Not applicable – the development is not in this area.
	AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	Not applicable – the development is not in this area.
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"> • does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; • does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. 	Complies – all outdoor lighting will comply with the standard Council conditions, which ensure the acceptable outcome is met with regard to light intensity. The development will also not include any lighting or straight parallel lines greater than 500m in length.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>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.</p>	
	<p>AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:</p> <ul style="list-style-type: none"> • coloured flashing or sodium lighting; or • glare or upward shining lights; or • flare plumes. 	<p>Complies – no flashing lights, sodium lights or upwards shining lights will be used on the development. Flare plumes will also not be in use.</p>
<p>Section E—If in the Aviation facilities sub-categories</p>		
<p>PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. 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.</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> <ul style="list-style-type: none"> • transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or • contains a reflective surface that will interfere with the functioning of the aviation facility. <p>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. Appendix 2 contained in the SPP Guideline, State interest—infrastructure, Guidance on strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</p>	<p>Not applicable – the development is not in this area.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
<p>PO8 Development for a sensitive use 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. 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>AO8.1 Development for a childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care services, 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"> • provides external windows and doors which are acoustically rated to a minimum of Rw 30; • ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; • ensures that external walls are acoustically rated to a minimum of Rw 50. 	<p>Not applicable – the development is not for a residential or sensitive land use.</p>
	<p>AO8.2 Development for short-term accommodation or tourist park located in the ANEF 25-30 sub-category:</p> <ul style="list-style-type: none"> • provides external windows and doors which are acoustically rated to a minimum of Rw 30; • ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; • ensures that external walls are acoustically rated to a minimum of Rw 50. 	<p>Not applicable – the development is not for one of these uses.</p>
<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 childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care services, 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 development is not for one of these uses.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>A09.2 Development for 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 development is not for short-term accommodation or a tourist park.</p>

Community Purposes Network Overlay Code

Table 8.2.8.A.3—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>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>		
<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"> to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale; to maximise recreational, visual, cultural and biodiversity values; of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; to meet the requirements of intended users; 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>	<p>Not applicable – the site is not identified as a future park. Infrastructure charges paid for the use will therefore be used to provide the planned embellishments of existing parkland in the area.</p>
<p>PO2 Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; for development completely inside the priority infrastructure area in the Local government infrastructure plan: 	<p>AO2 No acceptable outcome is prescribed.</p>	<p>Standard infrastructure charges are applicable to this development only and will be paid in accordance with Council’s policy.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> • trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; • long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; • other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. <p>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.</p> <p>Editor’s note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>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"> • the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; • the existing and planned infrastructure for the parks network in the Local government infrastructure plan; • the provision of long term, existing and planned infrastructure for the parks network which: 	<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"> • for long term infrastructure for the parks network, the Long term infrastructure plans; • for existing and planned infrastructure for the parks network, the Local government infrastructure plan; • the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy. 	<p>Not applicable – the site is not designated as future parkland.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> is required to service the development or existing and future urban development in the planning scheme area; or is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p>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.</p>		
<p>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</p>		
<p>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:</p> <ul style="list-style-type: none"> to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; to maximise recreational, social and cultural values; of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; to meet the requirements of the intended users; 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. 	<p>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.</p>	<p>Not applicable – the site is not designated as land for future community facilities.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO5 Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> • for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; • for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: <ul style="list-style-type: none"> • trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; • long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; • 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>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.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p>A05 No acceptable outcome is prescribed.</p>	<p>Standard infrastructure charges are applicable to this development only and will be paid in accordance with Council's policy.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<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"> • the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; • the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; • the provision of long term, existing and planned infrastructure for the land for community facilities network which: <ul style="list-style-type: none"> • is required to service the development or existing and future urban development in the planning scheme areas; or • is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <p>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.</p>	<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"> • for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; • for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; • the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy. 	<p>Not applicable – the site is not designated as land for future community facilities.</p>

Critical Infrastructure and Movement Network Overlay Code

Table 8.2.9.3—Performance Outcomes and Acceptable Outcomes

Performance outcomes	Acceptable outcomes	Proposal / Comment
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> <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 (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 (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (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. 	<p>The proposed use will not restrict access to any of these essential services.</p>
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation		
<p>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.</p>	<p>AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation:</p> <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 	<p>The proposed use will not restrict access to any of these uses.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<ul style="list-style-type: none"> (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. 	
Access by emergency services to medium impact industry, high impact industry or special industry		
<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:</p> <ul style="list-style-type: none"> (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>The site is easily accessible for emergency services, and will not require any upgrade of external access.</p>

Industrial Amenity Overlay Code

Table 8.2.13.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If in the Industrial amenity investigation area sub-category		
PO1 Development is located, designed and constructed to achieve the air quality (planning) criteria in Table 8.2.13.3.B, odour criteria in Table 8.2.13.3.C and health risk criteria in Table 8.2.13.3.D	AO1.1 Development for a sensitive use is located no closer than: <ul style="list-style-type: none"> (a) 150m to a medium impact industry A; (b) 250m to a medium impact industry B; (c) 500m to a high impact industry; (d) 1500m to a special industry. 	Not applicable. The proposal is not for a sensitive land use.
	AO1.2 Development for a sensitive use is located no closer than the following distances to a service station: <ul style="list-style-type: none"> (a) 10m from the dispensing area and fuel storage vents of a service station with an annual throughput not exceeding 1.2ML; (b) 50m from the dispensing area and fuel storage vents of a service station with stage 1 vapour recovery and an annual throughput greater than 1.2ML and not exceeding 9ML; (c) 20m from the dispensing area and fuel storage vents of a service station with stage 1 and 2 vapour recovery and an annual throughput not exceeding 12ML. 	Not applicable. The proposal is not for a sensitive land use.
PO2 Development is located, designed and constructed to achieve the noise (planning) criteria in Table 8.2.13.3.E to protect the development from adverse noise impacts.	AO2 Development for a sensitive use is located no closer than: <ul style="list-style-type: none"> • 150m to a medium impact industry A; • 250m to a medium impact industry B; • 500m to a high impact industry; • 1500m to a special industry. 	Not applicable. The proposal is not for a sensitive land use.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section B—If in the Industrial hazard investigation area sub-category		
<p>PO3 Development is located, designed and constructed to achieve the hazard and risk criteria in Table 8.2.13.3.F to protect the development from:</p> <ul style="list-style-type: none"> • technological hazards (fire, explosion and toxic release); • major hazard facilities; • facilities storing 10% or more than the major hazard facilities quantity threshold. 	<p>AO3 Development is subject to an acceptable level of risk stated in a written confirmation from the State administering authority for technological hazards.</p>	<p>The proposal seeks to establish a Funeral Parlour use within an existing industrial tenancy, and it is not considered that this would create a hazard for employees.</p>

Potential & Actual Acid Sulfate Soils Overlay Code

Table 8.2.15.3—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO1 Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.</p>	<p>AO1 Development ensures that:</p> <ul style="list-style-type: none"> • no potential or actual acid sulfate soils are disturbed; or <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <ul style="list-style-type: none"> • the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m³ of soil is disturbed and the watertable is not affected; or <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a preliminary acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <ul style="list-style-type: none"> • impacts are appropriately managed if 500m³ or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected. <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a full acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy using levels of testing commensurate with the level of risk. If the investigation demonstrates that an acid sulfate soil management plan is not required, only an investigation report is required.</p>	<p>The site is located above the defined flood level, and not site works or external building works are proposed. As no excavation is required, the proposal will not disturb any potential or actual acid sulfate soils on the site.</p>

Road Hierarchy Overlay Code

Table 8.2.18.3—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for self-assessable or assessable development for a material change of use		
<p>PO1 Development ensures that:</p> <ul style="list-style-type: none"> vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: <ul style="list-style-type: none"> the road hierarchy shown on the Road hierarchy overlay map; public transport operations; pedestrian and cyclist movement; 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. 	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> a minor road; a district road or suburban road if the development has high traffic-generating potential. 	Complies - The proposed use will not generate high volumes of traffic, and the proposed access is suitable for this category of street.
	<p>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.</p>	The appropriate frontage available to provide access to the site is Kingtel Place, and the use of the proposed site access will not compromise any freight routes.
	<p>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.</p>	The site only has frontage to one road, being Kingtel Place.
	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	Not applicable- access is not sought to a major road.
	<p>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.</p>	Not applicable- access is not sought to an arterial road.

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section B—If for assessable development for a material change of use		
<p>PO2 Development does not compromise the safety, efficiency, function, convenience of use or capacity of the operation of the existing and future road hierarchy, and addresses all the impacts on the road hierarchy.</p>	<p>AO2.1 Development ensures that the traffic generated by the development is consistent with the adjoining road’s hierarchical classification, function and expected traffic flows.</p>	<p>Complies - The proposed use will not generate significant volumes of traffic.</p>
	<p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> • is for a major development; or • involves an access driveway to a major road; or • involves an access driveway within 100m of a signalised intersection. <p>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.</p>	<p>Not applicable – the development does not fall into any of these categories.</p>
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
<p>PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>No widening of the existing road reserve is required in this instance.</p>
If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan		
<p>PO4 Development protects a planned infrastructure corridor on an Infrastructure corridor plan, being:</p> <ul style="list-style-type: none"> • planned trunk infrastructure beyond the planning horizon for which a level of strategic and concept design planning has been carried out by the Council; 	<p>AO4 Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy.</p>	<p>Not applicable - the site is not located on an infrastructure corridor.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> an item of development infrastructure of importance for future development in the planning scheme area; for the maintenance of proper standards in local development. 		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
<p>PO5 Development ensures that a new road connection into the road hierarchy provides:</p> <ul style="list-style-type: none"> safe, efficient and convenient external connectivity of the new movement system to the major road network; a minimum number of intersections to the major road network. 	<p>AO5 Development provides access to an appropriate road within the road hierarchy for the area and the extended road system meets the objectives of the wider road hierarchy and neighbourhood accessibility.</p>	<p>Not applicable – the proposal is not for reconfiguring a lot or a change to the road hierarchy.</p>
<p>PO6 Development ensures that an extension of or change to the road hierarchy:</p> <ul style="list-style-type: none"> provides internal connectivity of the movement system to the neighbourhood; 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; provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; includes the provision of bus routes in the road hierarchy that provide ease of access to bus customers; minimises vehicle volumes and speed in residential streets while providing connectivity 	<p>AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its classification in the road hierarchy and the standards in the Infrastructure design planning scheme policy.</p> <p>AO6.2 Development mitigates any impact on the road network. 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 scheme policy (Traffic impact assessment and definitions section).</p>	<p>Not applicable – no road upgrade or new road is required.</p> <p>Complies – the development is not a major development and will not impact on the road network.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>to higher order roads in a reasonable travel time;</p> <ul style="list-style-type: none"> • provides a street layout that minimises travel time and traffic volumes on neighbourhood roads; • provides low permeability of street layout to positively discourage through traffic while achieving high permeability for pedestrian and cycle networks; • provides safe accessibility to lots by having more than one street providing access to the area; • addresses all the impacts on the road hierarchy. 		
<p>PO7 Development ensures that premises and vehicle access is 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 its 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>Not applicable - the proposal is not for residential lots.</p>
<p>PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.</p>	<p>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.</p>	<p>Not applicable - the development does not involve any new intersection or intersection upgrade.</p>

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A—Criteria for Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
Section A—If for self-assessable or assessable development		
PO1 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.	AO1 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.	The site verge along the frontage of the site is fully established and matches in with adjoining properties.
PO2 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.	AO2.1 Development ensures that existing street trees are retained and protected.	Not applicable – there are no street trees along the road frontage that will be affected.
	AO2.2 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 the Infrastructure design planning scheme policy.	No external works in the road reserve are proposed.
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"> • facilitates a high level of pedestrian movement and activity; • enforces the sense of arrival to individual precincts and major connections; • provides a landmark definition through its materials and landscaping including deep- 	AO3.1 Development ensures that a corner land dedication is provided: <ul style="list-style-type: none"> • where identified in the Streetscape hierarchy overlay map; • in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. 	Not applicable - the site is not located on a corner.

Performance outcomes	Acceptable outcomes	Proposal / Comment
planting feature trees, seating and public art that integrates with the public realm.	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.	Not applicable – see above.
	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.	Not applicable – see above.
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: <ul style="list-style-type: none"> • facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport facilities and public open spaces, including small-scale spaces; • ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network. 	AO4 Development ensures that cross block links are provided: <ul style="list-style-type: none"> • where identified in the Streetscape hierarchy overlay map; • in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. Note—Cross block links are shown in the general location in which they are needed.	Not applicable - the use is not located on land that requires provision for cross-block links.
PO5 Development ensures that cross block links: <ul style="list-style-type: none"> • are designed and are of a width scale that reflects their function and location; • have a strong street presence that signifies that they are publicly accessible; 	AO5.1 Development ensures that cross block links are provided: <ul style="list-style-type: none"> • where identified in the Streetscape hierarchy overlay map; • in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. 	Not applicable - the use is not located on land that requires provision for cross-block links.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> • create a 24-hour publicly accessible space with equitable access; • are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; • are effectively signed, accessible and assist in way-finding. 	<p>A05.2 Development ensures that a cross block link:</p> <ul style="list-style-type: none"> • is dedicated to the Council; • creates a 24-hour publicly accessible space with equitable access; • is provided at-grade with an adjoining public area and connects safely without any lip or step; • incorporates crime prevention through environmental design principles; • incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m; • provides lighting and shelter; • has signage at each end identifying the connection provided; • is straight and allows for visual connection to the other end; • does not contain and is not adjacent to bin collection and car parking areas; • is not used for vehicle access including service vehicle access. <p>Note—Refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>Not applicable - the use is not located on land that requires provision for cross-block links.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
If in or on a site adjoining the Wildlife movement solution sub-category		
<p>PO6 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p>AO6 Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> • provided at the locations identified on the Streetscape hierarchy overlay map; • designed to: <ul style="list-style-type: none"> • account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; • achieve physical separation of native wildlife and the road; • 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>Not applicable - the site does not adjoin the Wildlife Movement area.</p>

Filling and Excavation Code

Table 9.4.3.3.C—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.</p>	<p>AO1 Development ensures that the total height of any cut and fill, whether or not retained, does not exceed:</p> <ul style="list-style-type: none"> • 2.5m in a zone in the Industry zones category; • 1m in all other zones, or if adjoining a sensitive zone. 	<p>The proposal will be located within an existing building, therefore no earthworks are proposed or required on the site in conjunction with the new use.</p>
<p>PO2 Development of a retaining wall proposed as a result of filling or excavation:</p> <ul style="list-style-type: none"> • is designed and constructed to be fit for purpose; • does not impact adversely on significant vegetation; • is capable of easy maintenance. <p>Editor’s note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.</p> <p>Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.</p>	<p>AO2.1 Development of a retaining structure, including footings, surface drainage and subsoil drainage:</p> <ul style="list-style-type: none"> • is wholly contained within the site; • if the total height to be retained is greater than 1m, then: <ul style="list-style-type: none"> • the retaining wall at the property boundary is no greater than 1m above the ground level; • all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; • the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas. 	<p>Not applicable.</p>
	<p>AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.</p>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>A02.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.</p>	The proposal will be located within an existing building, therefore no earthworks are proposed or required on the site in conjunction with the new use.
	<p>A02.4 Development for filling only uses clean fill that does not include any construction rubble or debris.</p>	Not applicable – no filling is proposed.
<p>PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.</p>	<p>A03 Development ensures that a rock anchor:</p> <ul style="list-style-type: none"> • is constructed in accordance with the standards in the Infrastructure design planning scheme policy; • where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners. 	Not applicable – the proposed development will not require the use of rock anchors.
<p>PO4 Development protects all services and public utilities.</p>	<p>A04 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.</p>	Complies – the development will ensure services and public utilities are protected.
<p>PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.</p>	<p>A05 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.</p>	Complies – the requirement for subsoil drainage is noted and existing drainage infrastructure will be maintained.
<p>PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open</p>	<p>A06 No acceptable outcome is prescribed.</p>	Not applicable - the proposed development will not require any open drainage works.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems.</p> <p>Editor’s note—Guidance on natural channel design principles can be found in the Council’s publication Natural channel design guidelines.</p>		
<p>PO7</p> <p>Development for filling or excavation:</p> <ul style="list-style-type: none"> • does not degrade water quality or adversely affect environmental values in receiving waters; • ensures site sediment and erosion control standards are best practice. 	<p>AO7.1</p> <p>Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.</p>	<p>The proposal will be located within an existing building, therefore no earthworks are proposed or required on the site in conjunction with the new use.</p>
	<p>AO7.2</p> <p>Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.</p>	<p>Not applicable.</p>
<p>PO8</p> <p>Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised.</p> <p>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO8.1</p> <p>Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.</p>	<p>Not applicable.</p>
	<p>AO8.2</p> <p>Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.</p>	<p>Not applicable.</p>
<p>PO9</p> <p>Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.D, Table 9.4.3.3.E, Table 9.4.3.3.F and Table 9.4.3.3.G.</p> <p>Note—A noise management report prepared in accordance with the Noise impact assessment</p>	<p>AO9</p> <p>Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.</p>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>		
<p>PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.</p>	<p>AO10 Development ensures that heavy trucks hauling material to and from the site:</p> <ul style="list-style-type: none"> • occur for a maximum of 3 weeks; • use a major road to access the site; • only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative. 	<p>The proposal will be located within an existing building, therefore no earthworks are proposed or required on the site in conjunction with the new use.</p>
<p>PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.</p>	<p>AO11 Development does not involve:</p> <ul style="list-style-type: none"> • excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; • filling with material containing a contaminant. 	<p>Not applicable.</p>
<p>PO12 Development provides for:</p> <ul style="list-style-type: none"> • landscaping for water conservation purposes; • water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; • stormwater harvesting to be maximised and any adverse impacts of stormwater minimised. 	<p>AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.</p>	<p>Not applicable.</p>
	<p>AO12.2 Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design guidelines for water conservation planning scheme policy.</p>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO12.3 Development provides areas of pavement, turf and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</p>	<p>Not applicable.</p>

Infrastructure Design Code

Table 9.4.4.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO1 Development provides roads, pavement, edging and landscaping which:</p> <ul style="list-style-type: none"> • are designed and constructed in accordance with the road hierarchy; • provide for safe travel for pedestrians, cyclists and vehicles; • provide access to properties for all modes; • provide utilities; • provide high levels of aesthetics and amenity, improved liveability and future growth; • provide for the amelioration of noise and other pollution; • provide a high-quality streetscape; • provide a low-maintenance asset with a minimal whole-of-life cost. <p>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>	<p>AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>The frontage roadworks external to the site have already been established in accordance with Council’s requirements.</p>
<p>PO2 Development provides road pavement surfaces which:</p> <ul style="list-style-type: none"> • are well designed and constructed; • durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; • ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; • allows for reasonable travel comfort. 	<p>AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>Complies - the internal pavement surfaces are constructed from concrete, ensuring that they are suitable for the intended purpose.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO3 Development provides a pavement edge which is designed and constructed to:</p> <ul style="list-style-type: none"> control vehicle movements by delineating the carriageway for all users; provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. 	<p>A03 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p>The frontage roadworks external to the site have already been established in accordance with Council's requirements.</p>
<p>PO4 Development provides verges which are designed and constructed to:</p> <ul style="list-style-type: none"> provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; provide a sufficient area for public utility services; be maintainable by the Council. 	<p>A04 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p>The frontage roadworks external to the site have already been established in accordance with Council's requirements.</p>
<p>PO5 Development provides a lane or laneway identified in a neighbourhood plan which:</p> <ul style="list-style-type: none"> allows equitable access for all modes; is safe and secure; has 24-hour access; is a low-speed shared zone environment; has a high-quality streetscape. 	<p>A05 Development provides a lane or laneway identified in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – there is no neighbourhood plan that applies to the site.</p>
<p>PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard:</p> <ul style="list-style-type: none"> an effective, high-quality paved roadway; an effective, high-quality roadway kerb and channel; 	<p>A06 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy:</p> <ul style="list-style-type: none"> concrete kerb and channel; 	<p>The frontage roadworks external to the site have already been established in accordance with Council's requirements.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> • safe, high-quality vehicle crossings over channels and verges; • safe, accessible, high-quality verges compatible and integrated with the surrounding environment; • safe vehicle access to the site that enables ingress and egress in a forward gear; • provision of and required alterations to public utilities; • effective drainage; • appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals. 	<ul style="list-style-type: none"> • forming and grading to verges; • crossings over channels and verges; • a constructed bikeway; • a constructed verge or reconstruction of any damaged verge; • construction of the carriageway; • payment of costs for required alterations to public utility mains, services or installations; • construction of and required alterations to public utility mains, services or installations; • drainage works; • installation of electrical conduits. 	
<p>PO7 Development provides both cycle and walking routes which:</p> <ul style="list-style-type: none"> • are located, designed and constructed to their network classification (where applicable); • provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; • provide safe and comfortable access to properties for pedestrians and cyclists; • incorporate water sensitive urban design into stormwater drainage; • provide for utilities; • provide for a high level of aesthetics and amenity, improved liveability and future growth; • are a low-maintenance asset with a minimal whole-of-life cost; • minimise the clearing of significant native vegetation. 	<p>AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.</p>	<p>Complies – the existing external pathway network will be maintained, and no changes are required for the proposed use.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>		
<p>PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.</p>	<p>A08.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.</p>	<p>Complies - the development will include refuse storage within the site, with refuse bins to be collected on the site. Only low volumes of refuse will be generated from the use, which can be catered for via standard refuse bins.</p>
	<p>A08.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.</p>	<p>Complies - The refuse storage will be managed to ensure it does not result in unacceptable amenity impacts.</p>
<p>PO9 Development ensures that:</p> <ul style="list-style-type: none"> land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; the water supply meets the stated standard of service for the intended use and fire-fighting purposes. 	<p>A09.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.</p>	<p>Complies - the site is provided with existing reticulated water and sewerage connections. Any alterations to connections will seek the relevant utility provider’s approval prior to works commencing.</p>
	<p>A09.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.</p>	<p>Complies - Existing water and sewer connections are provided, and will provide services to the required standard. Any alterations to connections will seek the relevant utility provider’s approval prior to works commencing.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.</p>	<p>AO10.1 Development provides public utilities and street lighting which are located and aligned to:</p> <ul style="list-style-type: none"> • avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; • minimise earthworks; • avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. <p>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.</p>	<p>Complies - the existing utilities and street lighting provided to the frontage of the site are sufficient for the proposed development and will be maintained.</p>
	<p>AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.</p>	<p>See AO10.1 above.</p>
	<p>AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.</p>	<p>See AO10.1 above.</p>
<p>PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.</p>	<p>AO11 Development provides land with the following services to the standards of the approved supplier:</p> <ul style="list-style-type: none"> • electricity; • telecommunications services; • gas service where practicable. 	<p>Complies - the existing site is provided with electricity and telecommunications services. Any alterations to connections will seek the relevant utility provider’s approval prior to works commencing.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.</p>	<p>AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:</p> <ul style="list-style-type: none"> • the additional expense is unlikely to be prohibitive; or • further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or • there is a clear gap in the telecommunications network; or • there is a clear gap in the bandwidth available to the area. <p>Editor’s note—An accurate, digital ‘as built’ three-dimensional location plan is to be supplied for all infrastructure provided in a road.</p>	<p>Not applicable – all relevant infrastructure has been provided to the site.</p>
<p>PO13 Development provides public art identified in a neighbourhood plan or park concept plan which:</p> <ul style="list-style-type: none"> • is provided commensurate with the status and scale of the proposed development; • is sited and designed: <ul style="list-style-type: none"> • as an integrated part of the project design; • as conceptually relevant to the context of the location; • to reflect and respond to the cultural values of the community; • to promote local character in a planned and informed manner. 	<p>AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the site is not contained in a neighbourhood plan area.</p>
<p>PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.</p>	<p>AO14 Development provides public signage:</p> <ul style="list-style-type: none"> • at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; 	<p>Not applicable - the proposal will not require the installation of public signage.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<ul style="list-style-type: none"> which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. <p>Editor’s note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).</p>	
<p>PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.</p>	<p>AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable - the proposal will not require the provision of community facilities.</p>
<p>PO16 Development provides public toilets which:</p> <ul style="list-style-type: none"> are required as part of a community facility or park; are located, designed and constructed to be: <ul style="list-style-type: none"> safe; durable; resistant to vandalism; able to service expected demand; fit for purpose. 	<p>AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.</p>	<p>Complies - the development will provide amenities which are accessible for customers and staff.</p>
<p>PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> safe movement of intended users; an attractive appearance appropriate to the general surroundings and any adjacent structures; 	<p>AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the development will not incorporate these facilities.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> • functionality and easy maintenance; • minimal whole-of-life cost; • longevity; • current and future services. <p>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>		
<p>PO18</p> <p>Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> • safety; • an attractive appearance appropriate to the general surroundings; • functionality and easy maintenance; • minimal whole-of-life cost; • longevity; • future widening; • current and future services; • minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. <p>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</p>	<p>AO18</p> <p>Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the proposed development does not require the installation of culverts.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> • safety; • an attractive appearance appropriate to the surrounding area; • easy maintenance; • minimal whole-of-life cost; • longevity; • minimal water seepage. <p>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</p>	<p>AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the development will not incorporate these facilities.</p>
If for development with a gross floor area greater than 1,000m²		
<p>PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts.</p> <p>Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome.</p> <p>Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.</p>	<p>AO20 Development ensures that during construction:</p> <ul style="list-style-type: none"> • the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; • adjoining and surrounding landscaping is protected from damage; • safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained. 	<p>The proposed GFA is less than 1000sqm.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site.</p> <p>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO21.1 Development ensures that demolition and construction:</p> <ul style="list-style-type: none"> only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; do not occur over periods greater than 6 months. 	<p>Not applicable. No demolition or construction works are proposed.</p>
	<p>AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.</p>	<p>Not applicable. No demolition or construction works are proposed.</p>
	<p>AO21.3 Development construction and demolition does not involve asbestos-containing materials.</p>	<p>The proposed works do not involve asbestos-containing materials.</p>
<p>PO22 Development ensures that:</p> <ul style="list-style-type: none"> construction and demolition do not result in damage to surrounding property as a result of vibration; vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. <p>Note—A vibration 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>AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.</p>	<p>Not applicable. No demolition or construction works are proposed.</p>

Landscape Work Code

Table 9.4.5.3.C—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
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 accordance with AS 4970-2009 – Protection of trees on development sites.	No changes to the existing building or external features of the site are proposed, therefore the established landscaping on the site will be retained.
	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"> • vegetation damaged as a result of the development; • vegetation requiring pruning of branches and/or roots. 	Not applicable – no tree pruning will be required.
PO2 Development provides acoustic barriers and long fences along street frontages which: <ul style="list-style-type: none"> • are enhanced by appropriate planting; • are of high visual quality; • are designed for longevity; • 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"> • is designed in compliance with the standards in the Infrastructure design planning scheme policy; • incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; • 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; • incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. 	Not applicable – the proposed development will not require the construction of an acoustic barrier.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>A02.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <ul style="list-style-type: none"> species in accordance with the Planting species planning scheme policy; a minimum of 2 tier planting. 	Not applicable – see above.
<p>PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p>A03 Development ensures that a landscape buffer required by a use code incorporates:</p> <ul style="list-style-type: none"> species in accordance with the Planting species planning scheme policy; a minimum of 2 tier planting. 	Not applicable – the proposed development does not require a specific landscape buffer.
<p>PO4 Development has artificial growing environments which:</p> <ul style="list-style-type: none"> maximise opportunities for high-quality landscape planting; incorporate water conservation measures. 	<p>A04.1 Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.</p>	Not applicable – no podium planters are proposed.
	<p>A04.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p>	All landscape species have been selected to comply with Council’s requirements.
	<p>A04.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.</p>	Not applicable – no podium planters are proposed.
<p>PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.</p>	<p>A05.1 Development incorporates a plant selection along a pathway which ensures:</p> <ul style="list-style-type: none"> a clear trunk height of minimum 1.8m at maturity; a shrub height of maximum 1m at maturity. <p>Refer to the Crime prevention through environmental design planning scheme policy.</p>	Not applicable - the proposed development does not incorporate a pathway that requires planting alongside it.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>A05.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>Complies – landscaping to the frontage of the site will be maintained to ensure that clear sight lines are provided, whilst balancing an appropriate landscaped outcome.</p>
<p>PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p>A06 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.</p>	<p>Not applicable - the development does not contain different areas that require differentiation.</p>
<p>PO7 Development provides a plant selection which addresses the functional issues of the development including:</p> <ul style="list-style-type: none"> • screening and buffering; • street presentation; • shading; • character; • amenity; • ecology; • water availability and stormwater treatment. 	<p>A07 Development provides species in accordance with the Planting species planning scheme policy.</p>	<p>No changes to the existing building or external features of the site are proposed, therefore the established landscaping on the site will be retained.</p>
<p>PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.</p>	<p>A08 Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.</p>	<p>No changes to the existing building or external features of the site are proposed, therefore the established landscaping on the site will be retained.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
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.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	No changes to the existing building or external features of the site are proposed, therefore the established landscaping on the site will be retained.
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	Not applicable.
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.	Not applicable – no shade structures are proposed.
PO11 Development involving the construction of retaining walls provides for: <ul style="list-style-type: none"> • safety; • an attractive appearance appropriate to the surrounding area; • easy maintenance; • longevity; • minimal water seepage impacts. 	AO11 Development of a retaining wall: <ul style="list-style-type: none"> • is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; • incorporates planting areas. 	Not applicable.
PO12 Development provides for: <ul style="list-style-type: none"> • water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; • stormwater harvesting to be maximised and any adverse impacts of stormwater minimised. 	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Not applicable.
	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	Not applicable.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</p>	<p>No changes to the existing building or external features of the site are proposed, therefore the established landscaping on the site will be retained.</p>
<p>PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.</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>There are no turfed areas on the site.</p>
	<p>AO13.2 Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device is located in a common area.</p>	<p>Not applicable. No changes are proposed to established landscaping.</p>
	<p>AO13.3 Development provides one hose cock within each private landscape and recreation area.</p>	<p>Hose cocks are provided for irrigation and maintenance.</p>
	<p>AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>	<p>Not applicable – the site is not affected by an overland flow path.</p>
	<p>AO13.5 Development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.</p>	<p>All planting and mulch media will be maintained to comply with these requirements.</p>
<p>PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p>AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p>Not applicable.</p>

Outdoor Lighting Code

Table 9.4.7.3—Criteria for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p>AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting:</p> <ul style="list-style-type: none"> comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. <p>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.</p>	<p>Complies - All outdoor and security lighting installed for the development will be designed to ensure compliance with the Australian Standard to ensure that an appropriate standard of lighting is provided without resulting in any adverse amenity impacts.</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 luminaire.</p>	<p>Complies - All floodlighting will be designed to project downwards and not cause any adverse amenity impacts.</p>

Stormwater Code

Table 9.4.9.3.A—Criteria for assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.</p>		
<p>PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to:</p> <ul style="list-style-type: none"> • minimise flooding; • protect environmental values of receiving waters; • maximise the use of water sensitive urban design; • minimise safety risk to all persons; • maximise the use of natural waterway corridors and natural channel design principles. <p>Editor’s note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.</p>	<p>AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.</p>
<p>PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.</p>	<p>AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.</p>	<p>Complies - The development will not have any impact on upstream or downstream flood levels.</p>
	<p>AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Refer to AO1 above.</p>
<p>PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property</p>	<p>AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.</p>	<p>Complies - The development will be connected to the existing stormwater drainage infrastructure on the site.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>where it is likely to adversely affect the safety of, or cause nuisance to properties.</p>	<p>A03.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.</p>
	<p>A03.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable.</p>
	<p>A03.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.</p>	<p>The existing drainage easement will remain unchanged.</p>
<p>PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.</p>	<p>A04.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies - The development will be connected to the existing stormwater drainage infrastructure.</p>
	<p>A04.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.</p>	<p>Complies - The development will be connected to the existing stormwater drainage infrastructure.</p>
<p>PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.</p>	<p>A05 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.</p>	<p>Not applicable – the proposed development will not incorporate any of these elements.</p>
<p>PO6 Development ensures that location and design of stormwater detention and water quality treatment:</p>	<p>A06.1 Development locates stormwater detention and water quality treatment:</p>	<p>No applicable – no stormwater detention or water quality treatment devices are required for the proposed use.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> minimises risk to people and property; provides for safe access and maintenance; minimises ecological impacts to creeks and waterways. 	<ul style="list-style-type: none"> outside of a waterway corridor; offline to any catchment not contained within the development. 	
	<p>A06.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	Not applicable – See A06.1 above.
<p>PO7 Development is designed, including any car parking areas and channel works to:</p> <ul style="list-style-type: none"> reduce property damage; provide safe access to the site during the defined flood event. 	<p>A07.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).</p>	The development has been designed to be located above the defined flood level for the area, which will not require filling of the site.
	<p>A07.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.</p>	Complies - the subject site is provided with safe access for vehicles and pedestrians.
<p>PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.</p>	<p>A08.1 Development ensures natural waterway corridors and drainage paths are retained.</p>	Complies - the proposed development will not have any impact on natural waterway corridors or drainage paths, as none traverse the site.

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>A08.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor’s note—Guidance on natural channel design principles can be found in the Council’s publication Natural channel design guidelines.</p>	<p>Not applicable – the site does not adjoin any drainage channels.</p>
	<p>A08.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable - the use will be connected to a lawful point of discharge.</p>
	<p>A08.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the site does not adjoin any drainage channels.</p>
<p>PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.</p>	<p>A09 No acceptable outcome is prescribed.</p>	<p>Complies – the site includes appropriate stormwater infrastructure to manage run-off.</p>
<p>PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system.</p>	<p>A010 No acceptable outcome is prescribed.</p>	<p>Not applicable - The building is connected to a lawful point of discharge.</p>
<p>PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:</p>	<p>A011.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.</p>	<p>No change to current connections through the site are proposed.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; safe management of stormwater discharge from existing and future up-slope development; implication for adjacent and down-slope development. 	<p>AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Priority infrastructure plan and the standards in the Infrastructure design planning scheme policy.</p>	<p>No upgrade of existing infrastructure will be required.</p>
<p>PO12 Development provides stormwater infrastructure which:</p> <ul style="list-style-type: none"> remains fit for purpose for the life of the development and maintains full functionality in the design flood event; can be safely accessed and maintained cost effectively; ensures no structural damage to existing stormwater infrastructure. 	<p>AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>Refer to AO10 above.</p>
	<p>AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.</p>	<p>No changes to manhole access clearances is proposed.</p>
<p>PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:</p> <ul style="list-style-type: none"> the environmental values and water quality objectives of waters; waterway hydrology; the maintenance and serviceability of stormwater infrastructure. <p>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</p>	<p>AO13 No acceptable outcome is prescribed.</p>	<p>There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO14 Development ensures that:</p> <ul style="list-style-type: none"> unnecessary disturbance to soil, waterways or drainage channels is avoided; all soil surfaces remain effectively stabilised against erosion in the short and long term. 	<p>AO14 No acceptable outcome is prescribed.</p>	<p>There is no change proposed to existing site features, including roofed areas or hardstand areas. All stormwater infrastructure that has been established for the existing development will therefore remain unchanged.</p>
<p>PO15 Development does not increase:</p> <ul style="list-style-type: none"> the concentration of total suspended solids or other contaminants in stormwater flows during site construction; run-off which causes erosion either on site or off site. 	<p>AO15 No acceptable outcome is prescribed.</p>	<p>Not applicable.</p>
<p>Section B—Additional criteria which apply to high-risk development, being one or more of the following:</p> <ul style="list-style-type: none"> a material change of use for an urban purpose which involves greater than 2,500m² of land that: <ul style="list-style-type: none"> will result in an impervious area greater than 25% of the net developable area; or will result in 6 or more dwellings. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; operational work for an urban purpose which involves disturbing greater than 2,500m² of land. 		
<p>PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the Environmental Protection Act 1994. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.</p>	<p>AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>Not applicable – the site is less than 2,500sqm in size.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO17 Development ensures that:</p> <ul style="list-style-type: none"> the discharge of wastewater to a waterway or external to the site is avoided; or if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. <p>Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor’s note—This code does not deal with sewerage which is the subject of the Wastewater code.</p>	<p>AO17 No acceptable outcome is prescribed.</p>	<p>Not applicable.</p>

Transport, Access, Parking and Servicing Code

Table 9.4.11.3.B—Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Proposal / Comment
<p>PO1 Development is designed:</p> <ul 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> <ul style="list-style-type: none"> 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; 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; ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies - The proposed use will utilise the existing Industrial cross-overs to cater for car and service vehicle access.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<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 State Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>Not applicable – the proposal is not of a major size.</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>Existing access and crossovers will remain unchanged.</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>Existing access and crossovers will remain unchanged.</p>
<p>PO4 Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> 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; encourage walking and cycling; ensure pedestrian and cyclist safety; provide a direct and legible network. <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p>AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> create a walking or cycle route along the full frontage of the site; connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. 	<p>No changes to existing external pathways are proposed.</p>
	<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>	<p>Refer to AO4.1 above.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<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>	<p>Complies - The development does not incorporate any walking or cycle routes that would restrict sightlines.</p>
<p>PO5 Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> • for visitors is obvious and located close to the building’s main entrance; • 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; • is easily and safely accessible from outside the site; • does not impact adversely on visual amenity; • does not impede the movement of pedestrians or other vehicles; • is designed to comply with a recognised standard for the construction of bicycle facilities. <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>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Not applicable – the development is not of a size (less than 5,000sqm) that requires on-site bicycle parking. Regardless, bicycle parking can be accommodated within the building.</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>See AO5.1 above.</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>See AO5.1 above.</p>
	<p>AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>See AO5.1 above.</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>See AO5.1 above.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<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>See AO5.1 above.</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 - The site is a level site, which provides appropriate at-grade access for pedestrians and cyclists.</p>
<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>No changes to the existing external pathway network are proposed.</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"> • minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; • 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>Existing access and crossovers will remain unchanged.</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>Existing access and crossovers will remain unchanged.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<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 - the site is located on a section of road that has good sight distances in both directions.</p>
	<p>AO9.4 Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> • are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; • are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. 	<p>Existing access and crossovers will remain unchanged.</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>Existing access and crossovers will remain unchanged.</p>
<p>PO10 Redevelopment provides for:</p> <ul 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 No acceptable outcome is prescribed.</p>	<p>Not applicable.</p>
<p>PO11 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 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 - the building is set back from the site frontage which provides good internal sight distances.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	<p>AO11.2 Development ensures that convex mirrors are only used in a site:</p> <ul 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 – the development will not require the use of mirrors to improve sight distance or safety.</p>
<p>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.</p>	<p>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.</p> <p>Note—For self-assessable development 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 – the site is not located within the City core or City frame areas.</p>
<p>PO13 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 Development outside of the City core and City frame as identified in Figure a:</p> <ul style="list-style-type: none"> • provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or • for self-assessable development 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>Note—For self-assessable development 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>The Transport, access, parking and servicing planning scheme policy identifies the car parking rate for a Funeral Parlour as 10 spaces per 100m² of gross floor area. This rate is however equivalent to the rate for uses such as a Place of Worship or Function Facility, which is based on accommodating funeral or memorial services on the premises, which is not proposed for this use.</p> <p>As the proposed use will only involve storage, preparation and administration activities, plus customer meetings and viewings in small groups only, there will not be a high demand for on-site car parking.</p> <p>The existing site layout incorporates provision for 8 designated on-site parking spaces for Tenancy 3. The use currently operates with less than 5 full-time staff on the premises, and</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
		<p>customer access for meetings and viewings typically only attract between 1 and 3 cars at a time.</p> <p>Given the nature of the use, and low demand for on-site parking, it is considered that the existing car parking provisions will be suitable for the use in this instance.</p>
<p>PO14 Development ensures that the number of car parking spaces and design of the car parking area:</p> <ul style="list-style-type: none"> • meet the combined design peak parking demand for residential, visitor and business parking; • allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <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 - the site is provided with sufficient car parking for the intended use.</p> <p>Not applicable – the proposal is not for a mixed-use development.</p>
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> • is clearly defined, safe and easily accessible; • is designed to contain potential adverse impacts within the site; • does not detract from the aesthetics or amenity of an area; • discourages on-street parking if parking has an adverse traffic management safety or amenity impact; • 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>Complies – all vehicle bays and manoeuvring areas have been designed in accordance with the requirements of the TAPS PSP.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
<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"> • facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; • defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; • promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; • ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; • including way-finding cues; • 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 – see response to Industry Code above.</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"> • denying access to potential canvas through access control techniques; • reducing potential canvases through canvas reduction techniques; • ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. 	<p>Complies - the development has been designed to minimise areas where graffiti and vandalism can affect the property. See response in industry code above.</p>

Performance outcomes	Acceptable outcomes	Proposal / Comment
	Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	
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.	No change to servicing arrangements for the site is proposed, as there will be no change to built form, access and parking arrangements.
PO19 Development layout provides for services which: <ul style="list-style-type: none"> • are wholly within the site; • are clearly defined, safe and easily accessible; • are designed to contain potential adverse impacts of servicing within the site; • do not detract from the aesthetics or amenity of the surrounding area. 	AO19.1 Development ensures that a service bay provided on site: <ul style="list-style-type: none"> • 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; • is located away from street frontages and screened from adjoining premises. 	Refer to AO18 above.
	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.	Refer to AO18 above.
	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.	No change to servicing arrangements for the site is proposed, as there will be no change to built form, access and parking arrangements.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: <ul style="list-style-type: none"> • amenity and safety in residential areas; 	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.	Complies - the loading areas are readily accessible from the access crossovers at the front of the site.

Performance outcomes	Acceptable outcomes	Proposal / Comment
<ul style="list-style-type: none"> streets not constructed to a standard that accommodate increased heavy vehicle movements. 		
<p>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)</p>		
<p>PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:</p> <ul style="list-style-type: none"> the operation of the transport network; the safety and amenity of a residential area; 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. 	<p>AO21.1 Development which is freight-dependent development is located on a site which:</p> <ul style="list-style-type: none"> 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 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. 	<p>Not applicable – the development is not serviced by a B-double or oversized vehicle.</p>
	<p>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.</p>	<p>Not applicable – the development is not serviced by a B-double or oversized vehicle.</p>