



APPENDIX 3 CODE ASSESSMENT

AP03

BRISBANE CITY PLAN (2014) CODES

SANDGATE ROAD NEIGHBOURHOOD PLAN CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Building Height		
<p>PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</p>	<p>AO1 Development complies with the building height in Table 7.2.19.2.3.B. Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and the height in metres are specified</p>	<p>Complies The development will not increase the total height of the development.</p>
If on a site fronting Sandgate Road – Not Applicable		

INDUSTRY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) 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 warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Complies The development will not create air emissions or a health risk.</p>
	<p>AO1.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or 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"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Not Applicable The subject site is located within the Industry investigation zone.</p>
	<p>AO1.3 Development for research and technology industry in the Mixed use zone or 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"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>Not Applicable The subject site is located within the Industry investigation zone.</p>
	<p>AO1.4 Development for educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p>	<p>Not Applicable</p>

	<ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; b. does not involve unsealed roads, driveways and vehicle manoeuvring areas. 	<p>The subject site is located within the Industry investigation zone.</p>
	<p>AO1.5 Development for a medium impact industry A does not involve unsealed roads and:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 150m from a sensitive zone. 	<p>Not Applicable The development application does not a medium impact industry A use.</p>
	<p>AO1.6 Development for a medium impact industry B does not involve unsealed roads and:</p> <ul style="list-style-type: none"> a. does not involve activities that generate air emissions from the site; or b. is located at least 250m from a sensitive zone. 	<p>Not Applicable The development application does not a medium impact industry B use.</p>
	<p>AO1.7 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 development application is for a warehouse extension.</p>
	<p>AO1.8 Development for a concrete batching plant:</p> <ul style="list-style-type: none"> a. complies with the air quality and dust section of the Concrete batching plants planning scheme policy; b. is located a minimum of 250m from a sensitive zone or sensitive use. 	<p>Not Applicable The development application is for a warehouse extension.</p>
	<p>AO1.9 Development for a renewable energy facility does not involve an activity which generates air emissions beyond the site.</p>	<p>Not Applicable The development application is for a warehouse extension.</p>
	<p>AO1.10 No acceptable outcome is prescribed for development for a special industry.</p>	<p>Not Applicable</p>

	<p>AO1.11 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	<p>The development application is for a warehouse extension.</p>
<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 warehouse in the Low impact industry zone or General industry A zone precinct of the Industry zone: a. operates: a. between 7am and 7pm Monday to Saturday excluding public holidays; or b. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am.</p> <p>AO2.2 Development for low impact industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed industry and business zone precinct or Major education and research facility zone precinct of the Specialised centre zone: a. operates: i. between 7am and 7pm Monday to Saturday excluding public holidays; or ii. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p>	<p>Complies The development will not increase noise beyond what already occurs on the site and hours of operation will continue as existing.</p>

	<p>c. does not receive deliveries between 7pm and 7am.</p>	
	<p>AO2.3 Development for medium impact industry A in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>a. operates:</p> <ul style="list-style-type: none">a. between 7am and 7pm Monday to Saturday excluding public holidays; orb. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>c. does not receive deliveries between 7pm and 7am.</p>	
	<p>AO2.4 Development for medium impact industry B in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <p>a. operates:</p> <ul style="list-style-type: none">a. between 7am and 7pm Monday to Saturday excluding public holidays; orb. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; <p>b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone;</p> <p>c. does not receive deliveries between 7pm and 7am.</p>	
	<p>AO2.5 Development for research and technology industry in the Low impact industry zone or General industry A zone precinct of the Industry zone or Mixed use zone</p>	

	<p>or 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"> • 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>AO2.6 Development for an educational establishment in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates: <ul style="list-style-type: none"> a. between 7am and 7pm Monday to Saturday excluding public holidays; or b. so it is not clearly audible from a residential zone, or a sensitive use in a centre zone; b. is conducted wholly indoors except where located a minimum of 250m from a sensitive zone; c. does not receive deliveries between 7pm and 7am. 	
	<p>AO2.7 Development for a car wash where in a zone in the Centre zones category only operates between 7am to 6pm, including deliveries.</p>	
	<p>AO2.8</p>	

	<p>Development for a car wash in the Low impact industry zone or General industry A zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. operates between 7am and 7pm Monday to Saturday excluding public holidays; or b. is not clearly audible from a residential zone or sensitive use in a centre zone. 	
	<p>AO2.9 Development for medium impact industry in the General industry B zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. does not involve outdoor activities between 7pm and 7am; or b. is not clearly audible from a use in a residential zone, or a sensitive use in a centre zone; or <p>is in a location at least 500m from a sensitive zone.</p>	
	<p>AO2.10 Development for a high impact industry does not involve an activity that generates noise emissions from the site.</p>	
	<p>AO2.11 Development for a concrete batching plant is located a minimum of 500m from a sensitive zone.</p>	
	<p>AO2.12 No acceptable outcome is prescribed for development for a special industry.</p>	
	<p>AO2.13 Development for a renewable energy facility does not generate noise which is clearly audible and creates a disturbance at a sensitive zone.</p>	
	<p>AO2.14 No acceptable outcome is prescribed for development in any other zones not listed above.</p>	
<p>PO3 Development minimises the risk to public safety, property and the environment from technological</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>	<p>Complies The development will not introduce the storage of dangerous goods and combustible liquids.</p>

<p>hazards such as fire, explosion and toxic release and achieves the hazard and risk criteria in Table 9.3.12.3.I. 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 for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is limited to large format logistics and distribution centres; b. requires separation from sensitive uses provided by the precinct due to potential amenity impacts from the scale and intensity of operation; c. does not compromise the long-term capacity of the precinct to meet demand for high impact industry. 	<p>AO4 Development for a warehouse in the General industry C zone precinct of the Industry zone:</p> <ul style="list-style-type: none"> a. is a minimum gross floor area of 10,000m² (per tenancy/unit); b. operates 24 hours a day and seven days a week; c. involves access and servicing by B-double or Over-dimensional vehicles; d. is described as a major development in the Transport, access, parking and servicing planning scheme policy; e. does not involve a self-storage facility. 	<p>Not applicable The subject site is not within the General industry C zone precinct.</p>
<p>PO5 Development on land used for urban purposes is serviced adequately with:</p> <ul style="list-style-type: none"> a. water supply which meets the stated standard of service for intended use and fire-fighting purposes; b. waste disposal. 	<p>AO5 Development provides all lots with:</p> <ul style="list-style-type: none"> a. reticulated water supply; b. reticulated sewerage or an appropriate on-site sewerage service where the development does not provide access to reticulated sewer for all lots. 	<p>Complies As part of the existing approvals services have been provided.</p>
<p>PO6 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>AO6 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 subject site is not located within the City core or City frame area.</p>
<p>PO7 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</p>	<p>AO7 Development outside of the City core and City frame area indicated in Figure a of the Transport, access,</p>	<p>Complies</p>

<p>on-site parking spaces required to accommodate design peak parking demands without overflow parking to an adjoining premises or adjoining streets.</p>	<p>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 development will not increase traffic demand and no changes to the existing parking and access are proposed.</p>
<p>PO8 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>AO8.1 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>AO8.2 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 luminar.</p>	<p>Complies No outdoor lighting is proposed.</p>
<p>Additional performance outcomes and acceptable outcomes where involving an extension to an existing premises or a new premises</p>		
<p>PO9 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>AO9.1 Development ensures that liquid or solid wastes, other than stormwater, are not discharged to land or waters.</p> <p>AO9.2 Development where not for a concrete batching plant ensures that the storage of contaminating substances or areas where potentially contaminating activities are conducted, are:</p> <ol style="list-style-type: none"> a. roofed or covered to prevent the ingress of rainfall and run-off, and that roof water is piped away from an area of potential spills or contamination; b. paved with an impervious surface and bunded so that any spills are retained on site for removal. 	<p>Complies Liquid or solid wastes are not discharged to land or waters.</p>

	<p>AO9.3 Development for a concrete batching plant complies with the surface and groundwater protection section of the Concrete batching plant planning scheme policy.</p>	
	<p>AO9.4 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>	
<p>PO10 Development includes spill management and stormwater treatment systems for fuel dispensing areas that achieve the stormwater treatment criteria in Table 9.3.12.3.K.</p>	<p>AO10 Development:</p> <ul style="list-style-type: none"> a. does not include fuel dispensing; or b. complies with the surface water and groundwater protection standards of the Storage and dispensing of petroleum products planning scheme policy; c. includes fuel dispensing areas that are drained to a containment vessel having no connection to sewer or stormwater in compliance with the fuel dispensing area standards of the Storage and dispensing of petroleum products planning scheme policy. 	<p>Not applicable The development does not propose fuel dispensing.</p>
<p>PO11 Development is designed and constructed to prevent ground contamination.</p>	<p>AO11 Development:</p> <ul style="list-style-type: none"> a. ensures that there is no underground fuel storage on the site; or b. where involving storing and dispensing of petroleum complies with the surface and groundwater protection section of the Storage and dispensing of petroleum products planning scheme policy. 	<p>Not applicable The development does not propose fuel storage.</p>
<p>PO12 Development:</p>	<p>AO12.1 Development has a maximum site cover which is:</p> <ul style="list-style-type: none"> a. 75% in the Industry investigation zone, Low impact industry zone and Industry zone; 	<p>Complies The development will not increase the site cover, building height, setbacks. There will be no change</p>

<p>a. is of a scale and design which contributes positively to the visual character of the area, especially as seen from the street;</p> <p>b. is easily accessible and legible;</p> <p>c. designs and locates vehicle unloading and outdoor storage areas to be unobtrusive from the street;</p> <p>d. is designed to accommodate the car parking and servicing demands of the wide range of industry and warehouse uses supported in the relevant zone or zone precinct.</p>	<p>b. 25% in the Special industry zone and Extractive industry zone.</p> <p>AO12.2 Development has a maximum building height of 15m.</p> <p>AO12.3 Development ensures that no part of any building or structure is closer than 6m to any street frontage.</p> <p>AO12.4 Development ensures that:</p> <p>a. the main pedestrian entry to the building is:</p> <p>i. easily identifiable;</p> <p>ii. clearly visible;</p> <p>iii. directly accessible from the street;</p> <p>b. the ground storey offices, display windows and entrance foyers are orientated towards the street frontage.</p> <p>Refer to Figure a.</p> <p>AO12.5 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>to the entrance or widows, and numbers will not be changed.</p>
<p>PO13 Development provides landscaping:</p> <p>a. areas in locations where planting will ameliorate the view of the development from major public vantage points;</p> <p>b. to the site frontage which makes a positive contribution to the streetscape and incorporates bold landscape elements that complement the scale and bulk of the industrial form.</p>	<p>AO13.1 Development provides landscaping which:</p> <p>a. covers a minimum of 3% of the site;</p> <p>b. includes a landscaped strip along the site frontage with a minimum width of 2m;</p> <p>c. includes a landscape strip along any frontage or boundary with a motorway or arterial road of 3m.</p> <p>AO13.2 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>Not applicable No additional landscaping is proposed or required as part of this application.</p>

	<p>AO13.3 Development provides shade trees in a car parking area at a ratio of 1 tree for each 6 car parking spaces.</p> <p>AO13.4 Development provides large trees and spreading ground covers in all landscape areas within the site.</p> <p>AO13.5 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>PO14 Development creates a socially, visually and physically amenable work environment.</p>	<p>AO14 Development provides an on-site recreation area for staff which:</p> <ul style="list-style-type: none"> a. includes seating, tables and rubbish bins; b. is adequately protected from the weather; c. is safely accessible to all staff; d. is separate and private from public areas; e. is located away from a noisy or odorous activity. <p>Refer to Figure b.</p>	<p>Not applicable An onsite recreation area is not proposed or required as part of this application.</p>
<p>PO15 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO15 Development incorporates the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and public and private ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and 	<p>Not applicable No changes to the site’s layout, building or structure design and landscaping is proposed as part of this application.</p>

	<p>orientation of buildings and use of active frontages;</p> <p>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>e. including way-finding cues;</p> <p>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets and communal areas.</p> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	
<p>PO16 Development minimises opportunities for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO16 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <p>a. denying access to potential canvases through access control techniques;</p> <p>b. reducing potential canvases through canvas reduction techniques;</p> <p>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques refer to the Graffiti prevention planning scheme policy.</p>	<p>Not applicable No changes to the site’s layout, building or structure design and landscaping is proposed as part of this application.</p>
<p>PO17 Development is serviced adequately with:</p> <p>a. refuse disposal;</p> <p>b. telecommunications;</p> <p>c. energy supply.</p>	<p>AO17.1 Development is provided with and connected to electricity and telecommunications.</p> <p>AO17.2 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.</p>	<p>Complies The development has been provided with all services.</p>

	Note—Refer to the Refuse planning scheme policy for further guidance.	
PO18 Development is situated on a site which is provided with a constructed road access, frontage treatment and access crossings to an appropriate urban standard.	AO18 Development is provided with the following works which are constructed to the applicable design standard for comparable new subdivision requirements: a. concrete kerb and channel; b. paved roadway; c. a constructed walkway or repair of any damage to any walkway caused by construction or operational activities; d. drainage works; e. services conduits.	Complies Has been addressed in previous applications. No change proposed.
PO19 Development is provided with adequate vehicle access to service the uses proposed for the site, including a safe and easily accessible vehicle movement layout.	AO19 Development provides for all vehicles, including servicing and waste disposal vehicles, to enter and exit the site in forward gear, and comply with the car parking design and site access guidelines in the Transport, access, parking and servicing planning scheme policy.	Complies Has been addressed in previous applications. No change proposed.
Section B—If assessable development		
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises within 150m of a sensitive zone other than for research and technology industry in the Mixed use zone		
PO20 Development for a building: a. is reasonably compatible in appearance and scale with nearby residential buildings; b. ensures that the reflectivity of roofing materials or solar panel systems does not impact on the amenity of adjoining premises.	AO20.1 Development has a maximum building height of 9.5m within 20m of a sensitive zone. AO20.2 Development has buildings which are constructed with brick, painted concrete or masonry and does not incorporate highly reflective materials.	Not Applicable The subject site is not within 150m of a sensitive zone.
Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site is on the opposite side of the road to a sensitive zone other than for research and technology industry in the Mixed use zone		

<p>PO21 Development has a site layout which presents attractively with landscaping and building to a sensitive zone.</p>	<p>AO21 Development ensures that:</p> <ol 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. <p>Refer to Figure c.</p>	<p>Not Applicable No changes to the sites landscaping is proposed as part of this application.</p>
<p>Additional performance outcomes and acceptable outcomes if involving new premises or an extension to existing premises where the site has a common side or rear boundary with a site where in a zone in the Residential zones category other than for research and technology industry in the Mixed use zone</p>		
<p>PO22 Development provides:</p> <ol style="list-style-type: none"> appropriate screening and buffering to neighbouring residential areas so that the amenity of these areas is maintained or improved; landscaping of the site to present attractively to a residential area, with fencing and landscaping used to screen site activities from view. 	<p>AO22.1 Development provides parking and outdoor storage areas which are screened from a zone in the Residential zones category and residential dwellings.</p> <p>AO22.2 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> <p>AO22.3 Development ensures that:</p> <ol 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. 	<p>Not applicable The subject site is located within the Industry investigation zone.</p>

	<p>AO22.4 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>	
<p>Additional performance outcomes and acceptable outcomes if a food and drink outlet, indoor sport and recreation or a shop</p>		
<p>PO23 Development: a. is in a highly accessible location; b. does not contribute to strip development along arterial roads; c. must not introduce non-local traffic into minor roads.</p>	<p>AO23 Development is to be on a site that: a. is located on either a district road or a suburban road; b. does not have a boundary to an arterial road.</p>	<p>Not applicable The development is for extensions to a warehouse.</p>
<p>PO24 Development does not: a. create an unplanned centre through a clustering of non-industrial uses; b. cause an incremental extension to the edge of an existing centre through sequential development of multiple non-industrial uses; c. locate in proximity to an existing centre or non-industrial use of a similar nature; d. compromise the industrial function of an industrial area. Note—In interpreting PO24(a), the term 'unplanned centre' means a group, whether on the same site or adjoining premises, of more than one of each of the following uses: a. food and drink outlet; or b. shop; or c. indoor sport and recreation.</p>	<p>AO24.1 Development is not located on a site: a. adjoining a zone in the Centre zones category; b. within 400m walking distance from the perimeter of a zone in the Centre zones category; c. adjoining a site in the Commercial character building overlay.</p> <p>AO24.2 Development for a food and drink is not located within 400m walking distance of an existing or approved premises containing a food and drink outlet.</p> <p>AO24.3 Development for a shop is not located within 400m walking distance of an existing or approved premises containing a shop.</p>	<p>Not applicable The development is for extensions to a warehouse.</p>

	<p>AO24.4 Development for indoor sport and recreation is not located within 800m walking distance of an existing or approved premises containing indoor sport and recreation.</p>	
<p>PO25 Development for a food and drink outlet or shop is low key in scale, nature and employment and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of an area.</p>	<p>AO25 Development for a food and drink outlet or shop does not exceed a gross floor area of 250m².</p>	<p>Not applicable The development is for extensions to a warehouse.</p>
<p>PO26 Development for indoor sport and recreation is only located in the Low impact industry zone and is low key in scale, nature and employment, and of an appropriate size to serve the needs of the local industrial workforce and does not detrimentally impact on the primary industrial function of the area.</p>	<p>AO26 Development for indoor sport and recreation is only located in the Low impact industry zone and does not exceed a gross floor area of 400m².</p>	<p>Not applicable The development is for extensions to a warehouse.</p>
<p>PO27 Development for indoor sport and recreation: a. is located, designed and constructed to achieve the air quality (planning) criteria in Table 9.3.12.3.B, odour criteria in Table 9.3.12.3.C and health risk criteria in Table 9.3.12.3.D; b. does not compromise the intended industrial function of land in the Industry zone, General industry B zone precinct and General industry C zone precinct, and Special industry zone. 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>AO27 Development for indoor sport and recreation is located no closer to an industrial use than the distance stated in Table 9.3.12.3.J.</p>	<p>Not applicable The development is for extensions to a warehouse.</p>
<p>PO28 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.</p>	<p>AO28 Development where in the Low impact industry zone or General industry A zone precinct of the Industry zone has hours of operation which are limited to 6am</p>	<p>Not applicable The development is for extensions to a warehouse.</p>

Unit 2, 21 Ullswater Street, Virginia
 Material Change of Use – Extensions to a Warehouse (Mezzanine)

Note—A noise impact assessment report prepared in accordance with Noise impact assessment planning scheme policy the can assist in demonstrating achievement of this performance outcome.	to 7pm Monday to Saturday excluding public holidays.	
Additional performance outcomes and acceptable outcomes if an educational establishment		
PO29 Development: a. demonstrates a clear nexus with local industrial activities; b. services the local industrial workforce; c. does not adversely impact on the continued operation of nearby industrial uses.	AO29 Development: a. is only for trade or industry related training; b. does not involve overnight accommodation on premises.	Not applicable The development is for extensions to a warehouse.

BUSHFIRE OVERLAY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development – Complies – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section B—If for assessable development other than ROL – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section C—If for ROL – Not Applicable		
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category – Not Applicable		

COMMUNITY PURPOSES NETWORK OVERLAY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO1</p> <p>Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> a. to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale; <p>to maximise recreational, visual, cultural and biodiversity values;</p> <p>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</p> <p>to meet the requirements of intended users;</p> <p>to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.</p>	<p>AO1</p> <p>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</p> <p>The subject site is not located within any of the identified sub-categories.</p>
<p>PO2</p> <p>Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; <p>for development completely inside the priority infrastructure area in the Local government infrastructure plan:</p> <ul style="list-style-type: none"> i. trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; 	<p>AO2</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>The subject site is not located within any of the identified sub-categories.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>ii. long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;</p> <p>iii. other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.</p> <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 Planning Act 2016.</p>		
<p>PO3</p> <p>Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <p>a. the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan;</p> <p>the existing and planned infrastructure for the parks network in the Local government infrastructure plan;</p> <p>the provision of long term, existing and planned infrastructure for the parks network which:</p> <p>iv. is required to service the development or existing and future urban development in the planning scheme area; or</p>	<p>AO3</p> <p>Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <p>a. for long term infrastructure for the parks network, the Long term infrastructure plans;</p> <p>for existing and planned infrastructure for the parks network, the Local government infrastructure plan;</p> <p>the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The subject site is not located within any of the identified sub-categories.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>v. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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> <p>a. to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;</p> <p>to maximise recreational, social and cultural values;</p> <p>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</p> <p>to meet the requirements of the intended users;</p> <p>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>	<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 subject site is not located on land within the community facilities sub-category.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO5</p> <p>Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; <p>for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. <p>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 Planning Act 2016.</p>	<p>AO5</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>The subject site is not located on land within the community facilities sub-category.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO6</p> <p>Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; b. the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the land for community facilities network which: <ul style="list-style-type: none"> i. is required to service the development or existing and future urban development in the planning scheme areas; or ii. is in the interests of rational development or the efficient and 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</p> <p>Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> a. for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; b. for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; c. the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>The subject site is not located on land within the community facilities sub-category.</p>

ROAD HIERARCHY OVERLAY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</p>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO1</p> <p>Development ensures that:</p> <p>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:</p> <p>(i) the road hierarchy shown on the Road hierarchy overlay map;</p> <p>(ii) public transport operations;</p> <p>(iii) pedestrian and cyclist movement;</p> <p>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>(c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation</p>	<p>AO1.1</p> <p>Development ensures that an access driveway is provided from:</p> <p>(a) a minor road;</p> <p>(b) a district road or suburban road if the development has high traffic-generating potential.</p> <p>AO1.2</p> <p>Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p> <p>AO1.3</p> <p>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> <p>AO1.4</p> <p>Development ensures that a turn to and from a major road is restricted to a left turn only.</p> <p>AO1.5</p> <p>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>	<p>Complies</p> <p>No new access is proposed as part of this application.</p>
<p>Section B—If for assessable development for a material change of use</p>		
<p>PO2</p> <p>Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network</p>	<p>AO2.1</p> <p>Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.</p>	<p>Complies</p> <p>The development does not propose to create any additional traffic and there is no impact expected to the road hierarchy.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	<p>AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection.</p> <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>Section C—If for assessable development for a material change of use or reconfiguring of a lot</p>		
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>Not Applicable No extension, expansion and widening to the existing or future road network is proposed or required as part of this application.</p>
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; 	<p>AO3A No acceptable outcome is prescribed.</p>	<p>Not Applicable No trunk infrastructure costs are required as part of this application.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</p> <p>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</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>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</p>		
<p>PO4</p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: 	<p>AO4</p> <p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>The proposed development has a frontage to neighbourhood roads only.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>iv. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>v. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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>		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
<p>PO5</p> <p>Development ensures that a new road connection provides:</p> <p>a. safe, efficient and convenient connectivity of the new road to the major road network;</p> <p>b. a minimum number of intersections to the major road network.</p>	<p>AO5</p> <p>Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>Complies</p> <p>The existing driveway will be retained.</p>
<p>PO6</p> <p>Development ensures that an extension of or change to the road network:</p> <p>a. provides internal connectivity and connects to the external road network;</p> <p>b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;</p>	<p>AO6.1</p> <p>Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.</p> <p>AO6.2</p> <p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p>	<p>Not Applicable</p> <p>The proposed development does not involve a new or upgrade road.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<ul style="list-style-type: none"> c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network. 	<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 and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	
<p>PO7</p> <p>Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.</p>	<p>AO7</p> <p>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>Complies</p> <p>The subject site has a frontage to a neighbourhood road.</p>
<p>PO8</p> <p>Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.</p>	<p>AO8</p> <p>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</p> <p>The proposed development does not involve an intersection.</p>

STREET HIERARCHY OVERLAY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
<p>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.</p>	<p>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.</p>	<p>Not Applicable Streetscape works are not required nor proposed as a result of this development.</p>
<p>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.</p>	<p>AO2.1 Development ensures that existing street trees are retained and protected.</p>	<p>Not Applicable Streetscape works are not required nor proposed as a result of this development.</p>
	<p>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.</p>	<p>Not Applicable Streetscape works are not required nor proposed as a result of this development.</p>
Section B—If for assessable development		
<p>PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity;</p>	<p>AO3.1 Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality</p>	<p>Not Applicable The site is not identified on the overlay map as requiring a corner land dedication.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	advice standards in the Infrastructure design planning scheme policy.	
	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 The proposed development does not involve new landscaping.
	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 The proposed development does not involve public art.
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4	AO4	Not Applicable The proposed development is not in the Wildlife movement solution sub-category.

SECONDARY CODES

FILLING AND EXCAVATION CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development – Complies – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section B—If for assessable development other than ROL – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section C—If for ROL – Not Applicable		
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category – Not Applicable		

INFRASTRUCTURE DESIGN CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development – Complies – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section B—If for assessable development other than ROL – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section C—If for ROL – Not Applicable		
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category – Not Applicable		

LANDSCAPE WORK CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	Complies No vegetation is to be removed as part of this application.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: <ul style="list-style-type: none"> a. vegetation damaged as a result of the development; 	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	b. vegetation requiring pruning of branches and/or roots.	
<p>PO2 Development provides acoustic barriers and long fences along street frontages which:</p> <ul style="list-style-type: none"> a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances. 	<p>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:</p> <ul style="list-style-type: none"> a. is designed in compliance with the standards in the Infrastructure design planning scheme policy; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. 	<p>Not Applicable An acoustic barrier is not required as part of this application.</p>
	<p>AO2.2 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"> a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting. 	<p>Not Applicable A planting buffer is not required as part of this development application.</p>
<p>PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p>AO3 Development ensures that a landscape buffer required by a use code incorporates:</p>	<p>Not Applicable A landscape buffer is not required as part of this development application.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	
PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	AO4.1 Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	Not Applicable No landscaping is proposed as part of this application.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	Not Applicable No landscaping is proposed as part of this application.
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	Not Applicable No landscaping is proposed as part of this application.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: <ul style="list-style-type: none"> a. a clear trunk height of minimum 1.8m at maturity; b. a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	Not Applicable No landscaping is proposed as part of this application.
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	Not Applicable No landscaping is proposed as part of this application.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO6</p> <p>Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p>AO6</p> <p>Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p> <p>Note—Cues could include changes in levels, surface or landscape treatment or fencing.</p>	<p>Not Applicable</p> <p>No landscaping is proposed as part of this application.</p>
<p>PO7</p> <p>Development provides a plant selection which addresses the functional issues of the development including:</p> <ul style="list-style-type: none"> a. screening and buffering; b. street presentation; c. shading; d. character; e. amenity; f. ecology; g. water availability and stormwater treatment. 	<p>AO7</p> <p>Development provides species in accordance with the Planting species planning scheme policy.</p>	<p>Not Applicable</p> <p>No landscaping is proposed as part of this application.</p>
<p>PO8</p> <p>Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.</p>	<p>AO8</p> <p>Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.</p>	<p>Not Applicable</p> <p>No landscaping is proposed as part of this application.</p>
<p>PO9</p> <p>Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.</p>	<p>AO9.1</p> <p>Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.</p>	<p>Not Applicable</p> <p>No landscaping is proposed as part of this application.</p>
	<p>AO9.2</p>	<p>Not Applicable</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	No landscaping is proposed as part of this application.
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 landscaping is proposed as part of this application.
PO11 Development involving the construction of retaining walls provides for: <ul style="list-style-type: none"> a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts. 	AO11 Development of a retaining wall: <ul style="list-style-type: none"> a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; b. incorporates planting areas. 	Not Applicable No retaining walls are proposed as part of this application.
PO12 Development provides for: <ul style="list-style-type: none"> a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; b. 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 No landscaping is proposed as part of this application.
	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 No landscaping is proposed as part of this application.
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained.	Not Applicable No landscaping is proposed as part of this application.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Not Applicable No landscaping or turf areas are proposed as part of this application.
	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 are located in a common area.	Not Applicable No landscaping is proposed as part of this application.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	Not Applicable No landscaping is proposed as part of this application.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	Not Applicable No landscaping is proposed as part of this application.
	AO13.5 Development provides planting media and mulch in accordance with AS4454 Composts, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	Not Applicable No landscaping is proposed as part of this application.
PO14	AO14 Development provides plant species which are selected and sited, taking into consideration the	Not Applicable No landscaping is proposed as part of this application.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	location and access requirements of overhead and underground services.	

STORMWATER CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development – Complies – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section B—If for assessable development other than ROL – Development does not involve any works external to the existing building, there will be no increase in risk or the hazard.		
Section C—If for ROL – Not Applicable		
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category – Not Applicable		

TRANSPORT, ACCESS PARKING AND SERVICING CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO1</p> <p>Development is designed:</p> <ol style="list-style-type: none"> to include a technically competent and accurate response to the transport and traffic elements of the development; in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; to ensure the efficient operation and safety of the development and its surrounds. 	<p>AO1</p> <p>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies</p> <p>This subdivision will comply with the standards in the Transport, access, parking and servicing planning scheme policy.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<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>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</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>Not Applicable The subject site is not considered to be of a major size.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
consistent with the planning by the Queensland Government and Council.		
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.	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.	Complies The existing access driveways will be retained in their current locations as part of this application.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Not Applicable An access easement for adjoining properties is not proposed or required as part of this application.
PO4 Development provides walking and cycle routes through the site which: <ul style="list-style-type: none"> a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: <ul style="list-style-type: none"> a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. 	Complies No walking or cycling routes are proposed or required as part of this application.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Complies No walking or cycling routes are proposed or required as part of this application.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area,	Complies No walking or cycling routes are proposed or required as part of this application.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	blind corner or sudden change in level that restrict sightlines.	
<p>PO5</p> <p>Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> a. for visitors is obvious and located close to the building’s main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. 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</p> <p>Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO5.2</p> <p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p>AO5.3</p> <p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p>AO5.4</p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p> <p>AO5.5</p> <p>Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p> <p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p> <p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p> <p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p> <p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p>
<p>PO6</p>	<p>AO6</p> <p>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the</p>	<p>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p>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>standards in the Transport, access, parking and servicing planning scheme policy.</p>	
<p>PO7</p> <p>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</p> <p>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>Not Applicable</p> <p>No new on-site bicycle parking is required as part of this application.</p>
<p>PO8</p> <p>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</p> <p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>No pedestrian or cyclist access to and from the site is required beyond what is already available.</p>
<p>PO9</p> <p>Development provides access driveways in the road area that are located, designed and controlled to:</p> <ol 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</p> <p>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>AO9.2</p> <p>Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single</p>	<p>Complies</p> <p>The existing access driveway will be retained in current locations as part of this application. The subject site has access to neighbourhood roads only.</p> <p>Complies</p> <p>The proposed lots will access neighbourhood roads only.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	site access driveway in the road area to the lowest order road to which the site has frontage.	
	<p>AO9.3</p> <p>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</p> <p>The proposed lots achieve the required sight distances.</p>
	<p>AO9.4</p> <p>Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. 	<p>Complies</p> <p>The lot is provided with driveways that achieve compliance with Council’s requirements.</p>
	<p>AO9.5</p> <p>Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>Not Applicable</p> <p>Shared access is not proposed or required as part of this application.</p>
<p>PO10</p> <p>Redevelopment provides for:</p> <ul style="list-style-type: none"> a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths. 	<p>AO10</p> <p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The existing access driveway will be retained in its current location as part of this application.</p>
<p>PO11</p>	<p>AO11.1</p>	<p>Complies</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p>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>The sight distances from the lot achieve compliance with the relevant requirements.</p>
	<p>AO11.2</p> <p>Development ensures that convex mirrors are only used in a site:</p> <ul style="list-style-type: none"> a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. 	<p>Not Applicable</p> <p>No convex mirrors are proposed or required as part of this application.</p>
<p>PO13</p> <p>Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p>AO13</p> <p>Development outside of the City core and City frame as identified in Figure a:</p> <ul style="list-style-type: none"> a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. <p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Complies</p> <p>No additional car parking is proposed as part of this application. The proposed additional 74m² of GFA, much of which is for storage purposes is not anticipated to result in additional peak car parking demand and the existing car parking arrangements adjacent to the subject unit and within the complex will not change as part of this application. There will also be no changes to the driveway and manoeuvring areas onsite.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>PO14</p> <p>Development ensures that the number of car parking spaces and design of the car parking area:</p> <ol 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</p> <p>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</p> <p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>Not Applicable</p> <p>No car parking is proposed as part of this application.</p> <p>Not Applicable</p> <p>No car parking is proposed as part of this application.</p>
<p>PO15</p> <p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <ol 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</p> <p>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>Not Applicable</p> <p>No car parking is proposed as part of this application.</p>
<p>PO16</p>	<p>AO16</p> <p>Development incorporates the key elements of crime prevention through environmental design in its</p>	<p>Not Applicable</p> <p>No car parking is proposed as part of this application.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
<p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> a. denying access to potential canvases through access control techniques; 	<p>Not Applicable No new buildings are proposed as part of this application.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	
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.	Not Applicable This application will not result in any service vehicles attending site.
PO19 Development layout provides for services which: <ul style="list-style-type: none"> a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area. 	AO19.1 Development ensures that a service bay provided on site: <ul style="list-style-type: none"> a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. 	Not Applicable This application will not result in any service vehicles attending site.
	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.	Not Applicable This application will not result in any service vehicles attending site.
	AO19.3	Not Applicable

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	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.	This application will not result in any service vehicles attending site.
<p>PO20</p> <p>Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <ul style="list-style-type: none"> a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements. 	<p>AO20</p> <p>Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>Not Applicable</p> <p>This application will not result in any new service vehicles attending site.</p>
<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</p> <p>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"> a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9. 	<p>AO21.1</p> <p>Development which is freight-dependent development is located on a site which:</p> <ul style="list-style-type: none"> a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. 	<p>Not Applicable</p> <p>This application will not result in any of the vehicles identified above attending proposed lots.</p>
	<p>AO21.2</p> <p>Development which is freight-dependent development provides any necessary upgrade to a</p>	<p>Not Applicable</p> <p>The development is not freight-dependant.</p>

Unit 2, 21 Ullswater Street, Virginia
Material Change of Use – Extensions to a Warehouse (Mezzanine)

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	JUSTIFICATION FOR COMPLIANCE
	road used as an access route in compliance with the Infrastructure design planning scheme policy.	