

Logan Planning Scheme 2015 Code Assessment – V9.2

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1.0 Zone Code

6.2.3 Emerging community zone code

6.2.3.1 Application

1. This code applies to:
 - a. accepted development (subject to requirements) and code assessable material change of use for which the Emerging community zone code is identified in the assessment benchmarks for assessable development and requirements for accepted development column in Table 5.5.3.1 - Emerging community zone in Part 5 - Tables of assessment;
 - b. material change of use made impact assessable in Table 5.5.3.1 - Emerging community zone in Part 5 - Tables of assessment;
 - c. building work made accepted development (subject to requirements) in Table 5.7.1 - Building work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 - Tables of assessment.

6.2.3.2 Purpose

1. The purpose of the Emerging community zone is to:
 - a. identify land that is intended for an urban purpose in the future; and
 - b. protect land that is identified for an urban purpose in the future from incompatible uses; and
 - c. provide for the timely conversion of non-urban land to land for urban purposes.
2. The local government purpose of the Emerging community zone code is to protect the future use of land for urban purposes.
3. The purpose of the Emerging community zone code will be achieved through the following overall outcomes:
 - a. land uses comprise:
 - i. urban purposes after detailed land use and infrastructure planning has been completed; or

- ii. an interim use that does not prevent the land being used in the future for urban purposes, being Animal husbandry, Animal keeping, Caretaker's accommodation, Cropping, Dual occupancy (auxiliary unit), Dwelling house, Home-based business, Park or Roadside stall;
- b. the design of the built form:
 - i. is responsive to site characteristics, including the shape, frontage, size, orientation and slope;
 - ii. for urban purposes is consistent with the detailed land use and infrastructure planning;
 - iii. for an interim use:
 - A. is compatible with the existing character;
 - B. the existing landscape character predominates over the built form;
- c. development protects amenity consistent with its location in the Emerging community zone and the surrounding area.
- d. development ensures that positive social and health impacts are enhanced and negative impacts are mitigated or avoided.

6.2.3.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and Assessment benchmarks for assessable development

Table 6.2.3.3.1 - Emerging community zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use is for:	AO1 A use is for:	Complies. The proposed site is a historical site for industrial uses and the proposal will continue to include industrial use for self-storage units.

<p>a. urban purposes after detailed land use and infrastructure planning has been completed; or</p> <p>b. an interim use, being Animal husbandry, Animal keeping, Caretaker's accommodation, Cropping, Dual occupancy (auxiliary unit), Dwelling house, Home-based business, Park or Roadside stall, which does not prevent the land being used in the future for urban purposes.</p>	<p>a. urban purposes after detailed land use and infrastructure planning has been completed; or</p> <p>b. an interim use, being Animal husbandry, Animal keeping, Caretaker's accommodation, Cropping, Dual occupancy (auxiliary unit), Dwelling house, Home-based business, Park or Roadside stall, which does not prevent the land being used in the future for urban purposes.</p>	
Design		
Building height		
<p>PO2 A building has a height that is compatible with the:</p> <p>a. existing landscape character which predominates over the built form; or</p> <p>b. desired urban purpose character.</p>	<p>AO2 A building has a maximum building height of 8.5 metres.</p>	<p>Performance Outcome The proposal is approximately 9.48m to eaves from ground level in lieu of the 8.5m building height. Therefore, the proposal is required to be assessed against PO2.</p> <p>The proposal complies with PO2 the following justifications:</p> <ul style="list-style-type: none"> • building height is minimal to the maximum building height requirement. • The proposal integrates variations in building design.

	<ul style="list-style-type: none"> • Landscaping is proposed along all boundaries. • The proposal is for urban purpose that is consistent with site character being industrial.
<p>Boundary clearance</p>	
<p>PO3 A building or structure has a boundary clearance that is consistent with the:</p> <ol style="list-style-type: none"> a. existing character; or b. desired urban purposed character. 	<p>AO3 A building or structure, other than an existing lawful building or structure, has a minimum:</p> <ol style="list-style-type: none"> a. road boundary clearance of 10 metres; b. side and rear boundary clearance of three metres.
<p>The proposed development provides a 5.8 metre road frontage setback in lieu of the minimum ten (10) metre setback requirement and 1.0 metre side setback along the northern side boundary in lieu of the minimum 3.0 metre setback requirement. Therefore, an assessment against Performance Outcome (PO3) is required. Despite the non-compliance, the proposal complies with PO4 with the following justifications:</p> <ul style="list-style-type: none"> • The majority of the building for industrial buildings in this locality have similar setback requirements. • The existing character of the site and adjoining sites is considered to be industrial and typically have six (6) metre road frontage setbacks in industrial areas. This would also achieve the designed urban purpose for the character of the area. 	

		<ul style="list-style-type: none"> Landscaping is proposed along the frontage boundary. The proposal only provides for 2 levels plus ground level and orientates the development where visual privacy is not impacted on adjoining lots or from the streetscape.
Site cover - Interim uses		
PO4 A building or structure for an interim use has a site cover that protects the visual amenity and is compatible with the landscape character of the zone.	AO4 A building or structure for an interim use has a maximum site cover of 700m ² .	Not applicable
Amenity		
General emissions		
PO5 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to: <ol style="list-style-type: none"> noise emissions; air emissions; light emission; radiation emissions; vibration emissions. 	AO5 Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management: <ol style="list-style-type: none"> Table 3.2.1.1 - Noise emission standards for the protection of residential amenity where adjoining a premises in a zone specified in 3.2.1(1)(a) of Planning scheme policy 3 - Environmental management; Table 3.2.1.2 - Noise emission standards for the protection of general amenity 	Proposal complies.

	<p>where adjoining a premises in a zone specified in 3.2.1(1)(b) of Planning scheme policy 3 – Environmental management;</p> <p>c. Table 3.2.2.1 – Air emission standards;</p> <p>d. Table 3.2.3.1 – Light emission standards;</p> <p>e. section 3.2.4 – Radiation emission standards;</p> <p>f. Table 3.2.5.1 – Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s²) 1/80Hz.</p>	
Reverse amenity		
<p>PO6 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure and corridor by mitigating the adverse impacts of the infrastructure.</p>	<p>AO6 Development, being a sensitive land use, within 100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 – Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.</p>	Proposal complies
<p>PO7 A sensitive land use is designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry.</p>	<p>AO7 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.3.3.2. Table 6.2.3.3.2</p>	Proposal complies

Note - Planning scheme policy 3 - Environmental management provides guidance on how to achieve this outcome.		
Column 1: Separation distance 1,500 metres	Column 2: Use Special industry	
500 metres	High impact industry	
500 metres	Intensive animal industry	
300 metres	Intensive horticulture	
300 metres	Wholesale nursery	
250 metres	Medium impact industry	
For assessable development only		
Design		
PO8 Development for urban purposes is consistent with the completed detailed land use and infrastructure planning.	AO8 No acceptable outcome provided.	Proposal complies
Social and health impact		

<p>PO9 Development enhances the positive impacts and mitigates or avoids the negative impacts for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment. Note - Compliance with this performance outcome is to be demonstrated by a detailed social and health impact assessment report prepared in accordance with Part 2 of Planning scheme policy 7 - Social and health impact assessment.</p>	<p>AO9.1 Development meets the criteria for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment where involving the sale or consumption of liquor.</p> <p>AO9.2 Development does not provide for gaming.</p>	<p>Proposal complies</p>
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2 Secondary Codes

2.1 Filling & Excavation Code

No filling and excavation is proposed as part of this development. Please refer to the Engineering report which provides an assessment against the relevant codes.

2.2 Infrastructure Design Code

The Infrastructure services is available for the site to be connected. Please refer to the Engineering report which provides an assessment against the relevant codes.

2.3 Landscape Work Code

2.3.1 Purpose

Purpose & Overall Outcomes	Proposal	Compliance
(1) The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Landscape work retains, protects and integrates significant on-site vegetation into development design. (b) Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites. (c) Landscape work documents provide for sustainable, effective, functional and safe landscape design.	The proposed landscaping outcomes provide for a sustainable, effective, functional and safe environment with a plant species appropriate to the context of the development. The proposed landscaping outcomes incorporates effective buffers to adjoining development and retains vegetation where possible.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance

Purpose & Overall Outcomes	Proposal	Compliance
(d) Landscape work ensures planting species selection is appropriate to the development's context and function.		

4.3.2 Performance Outcomes & Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	AO1.1 Existing vegetation will be retained where possible and will be protected in accordance with AS 4970-2009 Protection of trees on development sites.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	AO1.2 The development will ensure that trees identified in the development approval are retained and protected in accordance with AS 4970-2009 – Protection of trees on development sites. Such an outcome can be conditioned accordingly by Council.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO2	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use	Not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>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>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><input type="checkbox"/> Performance</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>AO2.2 The proposal ensures that any planting buffer which is required by a use code to be provided along a fence or within the site is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>PO3</p> <p>Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p>AO3</p> <p>Development ensures that a landscape buffer required by a use code incorporates:</p> <p>(a) species in accordance with the Planting species planning scheme policy;</p> <p>(b) a minimum of 2 tier planting.</p>	<p>AO3</p> <p>The proposal ensures that any landscaping buffer which is required by a use code is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
<p>PO4</p> <p>Development has artificial growing environments which:</p> <p>(a) maximise opportunities for high-quality landscape planting;</p> <p>(b) incorporate water conservation measures.</p>	<p>AO4.1</p> <p>Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.</p>	<p>AO4.1</p> <p>The proposal will ensure all stormwater can be drained from podium planting.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
	<p>AO4.2</p> <p>Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p>	<p>AO4.2</p> <p>The proposal will provide species which are appropriate for the subtropical climate of Brisbane to ensure long-term performance.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
	<p>AO4.3</p> <p>Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.</p>	<p>AO4.3</p> <p>The proposal will ensure all stormwater can be drained from podium planting.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity.	AO5.1 The proposed development incorporates plant selection along any pathways in accordance with the relevant trunk and shrub heights at maturity.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway.	AO5.2 The proposed development ensures landscaping and any mounding does not interfere with visibility along a pathway.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.	AO6 The development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO7 Development provides a plant selection which addresses the functional issues of the development including: (a) screening and buffering; (b) street presentation;	AO7 Development provides species in accordance with the Planting species planning scheme policy.	AO7 The proposed landscaping outcomes provides species in accordance with the Planting Species Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
(c) shading; (d) character; (e) amenity; (f) ecology; (g) water availability and stormwater treatment.			
PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8 Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	AO8 The proposed development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	AO9.1 The proposed development incorporates species within a car parking area which are in accordance with the Planting Species Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	AO9.2 Any planting within car parking areas will be suitably protected by either wheel stops or bollards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO10	AO10	AO10	

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
Development for a shade structure does not compromise landscape outcomes.	Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Any shade structure for car parking areas will allow for sunlight and rainwater accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO11 Development involving the construction of retaining walls provides for: (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: (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.	AO11 Any proposed retaining walls will be constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO12 Development provides for: (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;	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	AO12.1 The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO12.2 Development ensures that the design and requirements for irrigation is in	AO12.2 The proposal will provide landscaping and irrigation in compliance with the	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
(b) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	standards of the Landscape design guidelines for water conservation planning scheme policy.	<input type="checkbox"/> Performance
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained.	AO12.3 Any new landscaping will provide areas of pavement, turf and mulched garden beds which are adequately drained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
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.	AO13.1 The proposal ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	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.	AO13.2 The proposal provides a reticulated irrigation system to common landscape and recreation areas and ensures that any podium planters serviced from tank water and the control device is located in a common area.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO13.3	AO13.3	

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
	Development provides one hose cock within each private landscape and recreation area.	The proposal provides hose cocks within landscaped areas.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	AO13.4 The proposed development provides landscaping that utilises appropriate materials to maintain the function of an overland flow path.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	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.	AO13.5 The proposed development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	AO14 The proposal ensures plant species are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance

2.4 Transport, Access, Parking & Servicing Code

2.6.1 Purpose

Purpose & Overall Outcomes	Proposal	Compliance
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
<p>(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.</p> <p>(b) Development enhances the potential for trip making other than by private vehicle.</p> <p>(c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.</p> <p>(d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.</p> <p>(e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.</p>	<p>The proposed development achieves the overall outcomes of the Transport, Access, Parking & Servicing Code as follows:</p> <ul style="list-style-type: none"> ▪ The proposed design provides access, circulation and servicing arrangements that will adequately for the operation of the development; ▪ The proposed design provides safe access for all transport modes; ▪ The proposal provides a safe and efficient access arrangement; ▪ The proposal provides access and servicing arrangements that do not adversely impact on neighbouring properties; ▪ The proposal will continue to maximise safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient; ▪ Existing walking and cycle routes will be maintained. The scale of the proposal does not require cyclist and end-of-trip facilities; ▪ The proposed design includes safe and appropriate servicing that does not negatively impact adjacent premises; 	<p><input checked="" type="checkbox"/>Compliant <input type="checkbox"/>N/A <input type="checkbox"/>Performance</p>

Purpose & Overall Outcomes	Proposal	Compliance
<p>(f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community’s reasonable expectations and avoid risk of damage to people, property and vehicles.</p> <p>(g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.</p> <p>(h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.</p> <p>(i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.</p> <p>(j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:</p> <ul style="list-style-type: none"> (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on- 	<ul style="list-style-type: none"> ▪ The proposed development does not negatively impact the safety, efficiency or capacity of the transport network. 	

Purpose & Overall Outcomes	Proposal	Compliance
<p>street car parking demand, taking into account the requirements of other road users.</p> <p>(k) Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.</p> <p>(l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.</p>		

4.4.2 Performance Outcomes & Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>PO1 Development is designed:</p> <p>(a) to include a technically competent and accurate response to the transport and traffic elements of the development;</p> <p>(b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(c) to ensure the efficient operation and safety of the development and its surrounds.</p>	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO1 The proposal is justified with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy. Please refer to the attached traffic study.</p>	<p><input checked="" type="checkbox"/>Compliant <input type="checkbox"/>N/A <input type="checkbox"/>Performance</p>
<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>AO2 The proposed development is not considered major. As such, this outcome is not applicable.</p>	<p><input type="checkbox"/>Compliant <input checked="" type="checkbox"/>N/A <input type="checkbox"/>Performance</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
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.	AO3.1 The site access complies with the standards in the Transport, Access, Parking and Servicing planning scheme policy. Please refer to the traffic study.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	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.	AO3.2 This aspect can be conditioned.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO4 Development provides walking and cycle routes through the site which: (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;	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (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.	AO4.1 The proposed development does not impact the existing walking and cycling routes which are sufficient for pedestrian and cyclist movement.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the	AO4.2 The existing walking and cycle routes will be maintained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
(c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.	Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.		
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	AO4.3 The existing walking and cycle routes will be maintained	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO5 Development provides secure and convenient bicycle parking which: (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;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.1 Bicycle parking has been provided on ground and can be contained within each unit.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	AO5.2 Bicycle parking together with showers are provided in each unit.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO5.3	AO5.3	

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p>	<p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>Please refer to the ground floor of the architectural plans which provides bicycle parking.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</p>
	<p>AO5.4</p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>AO5.4</p> <p>Visitor car parking is provided in the basement.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</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>AO5.5</p> <p>The proposal provides bicycle parking through the building.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</p>
<p>PO6</p> <p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p>	<p>AO6</p> <p>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO6</p> <p>Not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</p>
<p>PO7</p> <p>Development provides pedestrian and cyclist access to the site which is designed to provide safe movement</p>	<p>AO7</p> <p>Development provides pedestrian and cycle access that is designed and constructed in compliance with the site</p>	<p>AO7</p> <p>Not applicable.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.		
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	AO8 Not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	AO9.1 The proposed development is not a major development. As such, this outcome is not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	AO9.2 The proposed development includes a suitable access and servicing arrangement.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
	<p>AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO9.3 The proposed development results in suitable sight distances from access points and intersections.</p>	<p><input checked="" type="checkbox"/>Compliant <input type="checkbox"/>N/A <input type="checkbox"/>Performance</p>
	<p>AO9.4 Development provides access driveways in the road area which: (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>	<p>AO9.4 The proposed access driveway is designed in accordance with the relevant standard.</p>	<p><input checked="" type="checkbox"/>Compliant <input type="checkbox"/>N/A <input type="checkbox"/>Performance</p>
	<p>AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	<p>AO9.5 The development does not obtain access from a major road.</p>	<p><input type="checkbox"/>Compliant <input checked="" type="checkbox"/>N/A <input type="checkbox"/>Performance</p>
<p>PO10 Redevelopment provides for:</p>	<p>AO10 No acceptable outcome is prescribed.</p>	<p>AO10</p>	

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>(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;</p> <p>(b) the reinstatement of adjacent footpaths.</p>		The proposed development will ensure the closure of superseded access driveways and the reinstate of adjacent footpaths after construction. Such an outcome can be conditioned by Council accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
<p>PO11</p> <p>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p>AO11.1</p> <p>Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO11.1</p> <p>The proposed design results in suitable sight distances from all nearby driveways and intersections.</p>	<input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance
	<p>AO11.2</p> <p>Development ensures that convex mirrors are only used in a site:</p> <p>(a) as a secondary support at access driveways;</p> <p>(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>	<p>AO11.2</p> <p>Not applicable.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance
PO12	AO12	AO12	

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	The proposal is outside the City core and city frame.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (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.	PO13 The proposed development provides for sufficient carparking spaces based on minimum carparking requirements for self storage facility.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO14 Development ensures that the number of car parking spaces and design of the car parking area:	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	AO14.1 Not applicable.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p>	<p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>AO14.2 The proposal is for a Self storage facility which delivers 24 shared car parking spaces.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance</p>
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>(a) is clearly defined, safe and easily accessible;</p> <p>(b) is designed to contain potential adverse impacts within the site;</p> <p>(c) does not detract from the aesthetics or amenity of an area;</p> <p>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>(e) is consistent with safe and convenient pedestrian and cyclist movement.</p>	<p>AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO15 There is sufficient space for parking bays, queue areas and manoeuvring areas. Refer to Proposal Plans.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance</p>
<p>PO16 Development creates a safe environment by incorporating the key</p>	<p>AO16 Development incorporates the key elements of crime prevention through</p>	<p>AO16</p>	<p><input checked="" type="checkbox"/> Compliant</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>elements of crime prevention through environmental design.</p>	<p>environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public 	<p>This aspect has been addressed and confirms that the proposal complies with CPTED provisions.</p>	<p><input type="checkbox"/> N/A <input type="checkbox"/> Performance</p>

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
	spaces such as car parks, public toilets, ATMs and communal areas.		
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.	AO17 The proposal does not provide access to blank canvasses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
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.	AO18 Proposal complies. It is not determined that the proposal requires service vehicles.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance
PO19 Development layout provides for services which:	AO19.1 Development ensures that a service bay provided on site:	AO19.1 Service bays are available along the side boundaries.	<input checked="" type="checkbox"/> Compliant

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>(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;</p> <p>(b) are clearly defined, safe and easily accessible;</p> <p>(c) are designed to contain potential adverse impacts of servicing within the site;</p> <p>(d) do not detract from the aesthetics or amenity of the surrounding area.</p>	<p>(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;</p> <p>(b) is located away from street frontages and screened from adjoining premises.</p>		<p><input checked="" type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
	<p>AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO19.2 Proposal complies. The proposal has provided sufficient on-site servicing facilities and associated on-site vehicle manoeuvring areas in consideration of the development layout.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
	<p>AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>AO19.3 The site frontage is sufficient to provide kerb side collection in the area for refuse. The proposed development does not generate on site waste, and as such, does not utilise or provide on site refuse collection.</p>	<p><input checked="" type="checkbox"/>Compliant</p> <p><input type="checkbox"/>N/A</p> <p><input type="checkbox"/>Performance</p>
PO20	AO20	AO20 Proposal complies.	<input checked="" type="checkbox"/> Compliant

Performance Outcomes	Acceptable Outcomes	Proposal	Compliance
<p>Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <p>(a) amenity and safety in residential areas;</p> <p>(b) streets not constructed to a standard that accommodate increased heavy vehicle movements.</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>The proposed use generates minimal traffic as its for storage units.</p>	<p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance</p>