

## Part 6 Zones

### 6.2 Zone codes

#### 6.2.10 Mixed use zone code

##### 6.2.10.1 Application

- (1) This code applies to:
  - (a) accepted development (subject to requirements) and code assessable material change of use for which Mixed use zone code is identified in the assessment benchmarks for assessable development and requirements for accepted development column in Table 5.5.10.1–Mixed use zone in Part 5–Tables of assessment;
  - (b) material change of use made impact assessable in Table 5.5.10.1–Mixed use zone 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.

##### 6.2.10.2 Purpose

- (1) The purpose of the Mixed use zone is to provide for a variety of uses and activities, including, for example, business, residential, retail, service industry, tourist accommodation or low impact industrial uses or activities.
- (2) The local government purpose of the Mixed use zone code is to:
  - (a) provide a major employment area with a variety of Mixed use activities, Low impact industry, Research and technology industry, Service industry and Warehouse;
  - (b) facilitate business incubation.
- (3) The purpose of the Mixed use zone code will be achieved through the following overall outcomes:
  - (a) land uses:
    - (i) comprise:
      - (A) Mixed use activities; or
      - (B) Neighbourhood centre activities on Lot 99 SP193961; or
      - (C) a High impact industry (being the Teys abattoir and associated uses) on Lot 123 SP174628, Lot 124 SP174628, Lot 127 SP174628, Lot 122 W31722 and Lot 2 RP46665;
    - (ii) being:
      - (A) a Food and drink outlet that is not collocated with a Service station or a Shop, is small-scale and serves the local workforces' daily needs;
      - (B) a Shop that is not a liquor store does not undermine the viability of a nearby centre or the centre hierarchy;
      - (C) an Office, is not stand alone;
  - (b) a sensitive land use does not adversely affect the ongoing operation of the Teys abattoir and associated uses;
  - (c) the design of the built form:
    - (i) is responsive to site characteristics, including the shape, frontage, size, orientation and slope;
    - (ii) contributes positively to the immediate streetscape character with highly articulated buildings and detailing;
    - (iii) has a building height that has a medium rise appearance, is responsive to surrounding buildings and site characteristics and is consistent with the intended zone character;

- (iv) is able to accommodate a range of tenancy sizes that facilitate the zone functioning as a business incubator;
- (v) ensures it is easily and safely accessed;
- (vi) supports the safety of users by utilising crime prevention through environmental design principles;
- (d) development facilitates a safe, legible and connected movement network;
- (e) development protects amenity consistent with its location in the Mixed use zone and the surrounding area.

### 6.2.10.3 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 6.2.10.3.1—Mixed use zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Land use</b>		
<b>PO1</b> A use in the Mixed use zone is for uses identified in section 6.2.10.2(3)(a) overall outcomes for the Mixed use zone.	<b>AO1</b> A use in the Mixed use zone is for uses identified in section 6.2.10.2(3)(a) overall outcomes for the Mixed use zone.	<b>AO1 – Performance based solution sought</b> Although the defined land use is for High impact industry, the production for carrying out moulding of the concrete sleepers is considered to be a low intensive activity.  The fact that the activity uses ‘concrete’ should not be the only factor in defining the land use in this instance. If it were another product ie: sheet metal, then it could be argued that the land use could be low impact industry.  The use does not compromise other land uses in the immediate area, and does provide a mix of activities that includes business, retailing and low industrial services, and generates employment opportunities.
<b>Office</b>		
<b>PO2</b> An Office is incidental to a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse.	<b>AO2</b> An Office does not exceed 40 percent of the Gross floor area of a tenancy for a Low impact industry, Research and technology industry, Service industry, Showroom or Warehouse.	<b>AO2 – Complies</b> The office area does not exceed 40% of the GFA.

Performance outcomes	Acceptable outcomes	Comments
<b>Shop</b>		
<p><b>PO3</b> A Shop which is not a liquor store:</p> <ul style="list-style-type: none"> <li>(a) is of a scale and character suitable to ensure that the residential amenity is maintained;</li> <li>(b) serves the local workforces' daily needs;</li> <li>(c) does not undermine the viability of a nearby centre or the centre hierarchy.</li> </ul> <p>Editor's note—Planning scheme policy 2—Economic need and impact assessment outlines the appropriate measures to be taken into account to achieve this outcome.</p>	<p><b>AO3</b> A Shop which is not a liquor store:</p> <ul style="list-style-type: none"> <li>(a) has a maximum gross floor area of 200m<sup>2</sup> per tenancy;</li> <li>(b) is not within 800 metres of another Shop, which is not a liquor store.</li> </ul>	<p><b>AO3 – Not Applicable</b> Proposal is not for a shop.</p>
<b>Food and drink outlet</b>		
<p><b>PO4</b> A Food and drink outlet, which is not collocated with a Service station;</p> <ul style="list-style-type: none"> <li>(a) is small scale;</li> <li>(b) serves the local workforces' daily needs.</li> </ul>	<p><b>AO4</b> A Food and drink outlet which is not collocated with a Service station:</p> <ul style="list-style-type: none"> <li>(a) has a maximum gross floor area of 200m<sup>2</sup> per tenancy;</li> <li>(b) is not within 800 metres of another Food and drink outlet, which is not a Food and drink outlet that is collocated with a Service Station.</li> </ul>	<p><b>AO4 – Not Applicable</b> Proposal is not for a food or drink outlet.</p>
<b>Shopping centre</b>		
<p><b>PO5</b> A Shopping centre located on Lot 99 SP19396 (188-202 Wayne Goss Drive, Browns Plains):</p> <ul style="list-style-type: none"> <li>(a) serves a neighbourhood catchment being the surrounding Mixed use zone, Low impact industry zone and Medium impact industry zone;</li> <li>(b) provides Neighbourhood centre activities;</li> <li>(c) does not undermine the viability of a nearby centre and the centre hierarchy.</li> </ul> <p>Note—Planning scheme policy 2—Economic need and impact assessment provides guidance on how to achieve this outcome.</p>	<p><b>AO5</b> A Shopping centre located on Lot 99 SP193961 (188-202 Wayne Goss Drive, Browns Plains) has a maximum gross floor area of 2,500m<sup>2</sup>.</p>	<p><b>AO5 – Not Applicable</b> Subject site is not the listed property as mentioned.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Design</b>		
<b>Building height</b>		
<p><b>PO6</b> A building has a height that:</p> <ul style="list-style-type: none"> <li>(a) is responsive to the topography of the site;</li> <li>(b) is compatible with the height of surrounding buildings;</li> <li>(c) avoids overshadowing of premises in the residential zone category;</li> <li>(d) transitions to the residential zone category land to protect: <ul style="list-style-type: none"> <li>(i) visual amenity;</li> <li>(ii) privacy;</li> <li>(iii) solar access.</li> </ul> </li> </ul>	<p><b>AO6</b> A building has a maximum building height:</p> <ul style="list-style-type: none"> <li>(a) of 15 metres; or</li> <li>(b) of 12 metres where within 15 metres of the residential zone category land; or</li> <li>(c) identified on Figure 6.2.10.3.1– Browns Plains Road building heights; or</li> <li>(d) identified on Figure 6.2.10.3.2– Wembley Road building heights.</li> </ul>	<p><b>AO6 – Complies</b> Buildings do not exceed 15 metres in height.</p>
<b>Boundary Clearance</b>		
<p><b>PO7</b> Development provides boundary clearances that:</p> <ul style="list-style-type: none"> <li>(a) allows for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised;</li> <li>(b) provides access to natural light and ventilation;</li> <li>(c) are consistent with the character for the zone;</li> <li>(d) relates to the existing streetscape character.</li> </ul>	<p><b>AO7</b> Development provides:</p> <ul style="list-style-type: none"> <li>(a) a road boundary clearance: <ul style="list-style-type: none"> <li>(i) a minimum of four metres; or</li> <li>(ii) where the building or structure aligns with the building setback of one or more adjoining buildings;</li> </ul> </li> <li>(b) side and rear boundary clearances of three metres.</li> </ul>	<p><b>AO7 – Complies</b> Buildings area existing and have been erected and existed on site for many years.  These buildings have no impact on adjoining premises, especially to the north, that has buildings sited 7-13 metres, a considerable distance, from the property boundary.</p>
<b>Built form</b>		
<p><b>PO8</b> A building contributes to the immediate streetscape character with highly articulated buildings and detailing:</p> <ul style="list-style-type: none"> <li>(a) orientating the building to the primary road frontage;</li> <li>(b) providing a well-articulated façade;</li> <li>(c) incorporating detailed design measures for visual aesthetics;</li> <li>(d) integrating with public open space;</li> <li>(e) integrating with the street;</li> <li>(f) having a human scale at the ground floor.</li> </ul> <p>Note—Planning scheme policy 8—Urban design provides guidelines on how to achieve this outcome.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>	<p><b>AO8 – Complies</b> An office building fronts the streetscape that has converted an old Queenslander dwelling.  The fencing in conjunction with the building presents an attractive streetscape and visual appearance.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Amenity</b>		
<b>General emissions</b>		
<p><b>PO9</b> Development protects the intended amenity for the zone and precinct and an adjoining premises in a residential zone category by having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise emissions;</li> <li>(b) air emissions;</li> <li>(c) light emission;</li> <li>(d) radiation emissions;</li> <li>(e) vibration emissions.</li> </ul>	<p><b>AO9</b> Development complies with the following emissions standard of planning scheme policy 3—Environmental management:</p> <ul style="list-style-type: none"> <li>(a) Table 3.2.1.1—Noise emission standards for the protection of residential amenity where adjoining a residential zone category;</li> <li>(b) Table 3.2.1.2—Noise emission standards for the protection of general amenity;</li> <li>(c) Table 3.2.2.1—Air emission standards;</li> <li>(d) Table 3.2.3.1—Light emission standards;</li> <li>(e) Section 3.2.4—Radiation emission standards;</li> <li>(f) Table 3.2.5.1—Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s<sup>2</sup>) 1/80Hz.</li> </ul>	<p><b>AO9 – Complies</b> A noise impact assessment report has been prepared providing measures to ensure noise is compliant with relevant emissions criteria, refer Appendix F.</p> <p>A condition of approval can be applied relating to air quality, if deemed necessary.</p>
<b>Operating hours</b>		
<p><b>PO10</b> The operating hours of a use that adjoins or is opposite premises in the residential zone category or the Community purpose precinct or Education precinct of the Community facilities zone does not adversely affect the amenity of a sensitive land use.</p>	<p><b>AO10</b> The operating hours of a use that adjoins or is opposite premises in the residential zone category or the Community purpose precinct or Education precinct of the Community facilities zone are limited to between the hours of 6am and 7pm Monday to Saturday.</p>	<p><b>AO10 – Not Applicable</b> Premises does not abut a residential premises and fronts a main road. Proposed hours of operation would be between the hours of 6am -7pm Monday to Saturday.</p>
<b>Reverse amenity</b>		
<p><b>PO11</b> 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><b>AO11</b> Development, being a sensitive land use, complies with the noise and vibration criteria identified in section 7—Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure prepared by Department of Transport and Main Roads where it:</p> <ul style="list-style-type: none"> <li>(a) shares a common boundary with government supported transport infrastructure; or</li> <li>(b) is separated from a government supported transport</li> </ul>	<p><b>AO11 – Not Applicable</b> Development is not for a sensitive land use.</p>

Performance outcomes	Acceptable outcomes	Comments														
	<p>infrastructure by only a road, access way, service or utility easement or other undeveloped land such as a park or nature reserve; or</p> <p>(c) is within direct line of sight to government supported transport infrastructure; or</p> <p>(d) is within 100 metres of government supported transport infrastructure.</p>															
<p><b>PO12</b> A Childcare centre and Accommodation activities being a Caretaker's accommodation, Dual occupancy, Dwelling house, Multiple dwelling, Relocatable home park, Residential care facility or Retirement facility are designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry.</p> <p>Note—Planning scheme policy 3—Environmental management provides guidance on how to achieve this outcome.</p>	<p><b>AO12</b> A Childcare centre and Accommodation activities being a Caretaker's accommodation, Dual occupancy, Dwelling house, Multiple dwelling, Relocatable home park, Residential care facility or Retirement facility are not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.10.3.2.</p> <p><b>Table 6.2.10.3.2</b></p> <table border="1" data-bbox="563 1021 1002 1379"> <thead> <tr> <th data-bbox="563 1021 767 1122">Column 1: Separation distance</th> <th data-bbox="767 1021 1002 1122">Column 2: Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="563 1122 767 1167">1500 metres</td> <td data-bbox="767 1122 1002 1167">Special industry</td> </tr> <tr> <td data-bbox="563 1167 767 1211">500 metres</td> <td data-bbox="767 1167 1002 1211">High impact indust</td> </tr> <tr> <td data-bbox="563 1211 767 1256">500 metres</td> <td data-bbox="767 1211 1002 1256">Intensive animal in</td> </tr> <tr> <td data-bbox="563 1256 767 1301">300 metres</td> <td data-bbox="767 1256 1002 1301">Intensive horticultu</td> </tr> <tr> <td data-bbox="563 1301 767 1346">300 metres</td> <td data-bbox="767 1301 1002 1346">Wholesale nursery</td> </tr> <tr> <td data-bbox="563 1346 767 1379">250 metres</td> <td data-bbox="767 1346 1002 1379">Medium impact ind</td> </tr> </tbody> </table>	Column 1: Separation distance	Column 2: Use	1500 metres	Special industry	500 metres	High impact indust	500 metres	Intensive animal in	300 metres	Intensive horticultu	300 metres	Wholesale nursery	250 metres	Medium impact ind	<p><b>AO12 – Not Applicable</b> A childcare centre or accommodation activities are not proposed.</p>
Column 1: Separation distance	Column 2: Use															
1500 metres	Special industry															
500 metres	High impact indust															
500 metres	Intensive animal in															
300 metres	Intensive horticultu															
300 metres	Wholesale nursery															
250 metres	Medium impact ind															
<p><b>PO13</b> Accommodation activities being Caretaker's accommodation or Short-term accommodation mitigate potential adverse impacts from uses in other zones.</p>	<p><b>AO13</b> Accommodation activities being Caretaker's accommodation or Short-term accommodation comply with the immission standards of planning scheme policy 3—Environmental management.</p>	<p><b>AO13 – Not Applicable</b> No accommodation activities or short term accommodation proposed.</p>														
<p><b>PO14</b> A sensitive land use does not adversely affect the ongoing operation of the High impact industry (being the Teys abattoir and associated uses) located on:</p> <p>(a) part of lot 127 SP174628 located on the eastern side of Teys Road;</p> <p>(b) Lot 124 SP174628;</p> <p>(c) Lot 123 SP174628.</p>	<p><b>AO14</b> A sensitive land use is not located within 500m of the High impact industry (being the Teys abattoir and associated uses) located on:</p> <p>(a) part of lot 127 SP174628 located on the eastern side of Teys Road;</p> <p>(b) Lot 124 SP174628;</p> <p>(c) Lot 123 SP174628.</p>	<p><b>AO14 – Not Applicable</b> Subject site is not located near Teys abattoir.</p>														

Performance outcomes	Acceptable outcomes	Comments
<b>Service areas and parking</b>		
<p><b>PO15</b> Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.</p>	<p><b>AO15</b> A development: (a) locates parking areas underground or behind the building; (b) screens plant, equipment, services and outdoor storage of materials from public view; (c) site with more than one street frontage use the rear lane and/or streets, with lesser pedestrian activity, for vehicular access to basements and parking areas; (d) ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.</p>	<p><b>AO15 – Complies</b> All car parking spaces are provided underneath or to the rear of the office building and not visual from the streetscape.</p>
<b>For assessable development only</b>		
<b>Design</b>		
<b>Crime prevention through environmental design</b>		
<p><b>PO16</b> Development supports the safety of users and adjoining public open spaces by utilising crime prevention through environmental design principles by: (a) providing casual surveillance; (b) providing easy way finding for pedestrians; (c) deterring unintended and illegitimate access to premises; (d) limiting the opportunities for graffiti and vandalism.  Note—Planning scheme policy 1—Crime prevention through environmental design outlines the appropriate measures to be taken into account to achieve this outcome.</p>	<p><b>AO16</b> No acceptable outcome provided.</p>	<p><b>AO16 – Complies</b> The proposed development by its very nature, does not attract a high volume of customer traffic, and provides clear signage to front office area.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Streetscape</b>		
<p><b>PO17</b> Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the zone through the use of:</p> <ul style="list-style-type: none"> <li>(a) footpath paving;</li> <li>(b) street trees;</li> <li>(c) landscaping.</li> </ul>	<p><b>AO17</b> No acceptable outcome provided.</p>	<p><b>AO17 – Complies</b> Proposed development provides an attractive streetscape appearance.</p>
<b>Service areas and parking</b>		
<b>Logan River Road</b>		
<p><b>PO18</b> Development with a frontage to Logan River Road between Teys Road and Gardiner Road does not provide access to Logan River Road.</p>	<p><b>AO18</b> No acceptable outcome provided</p>	<p><b>PO18 – Not Applicable</b> Development does not front Logan River Road.</p>

Figure 6.2.10.3.1—Browns Plains Road building heights

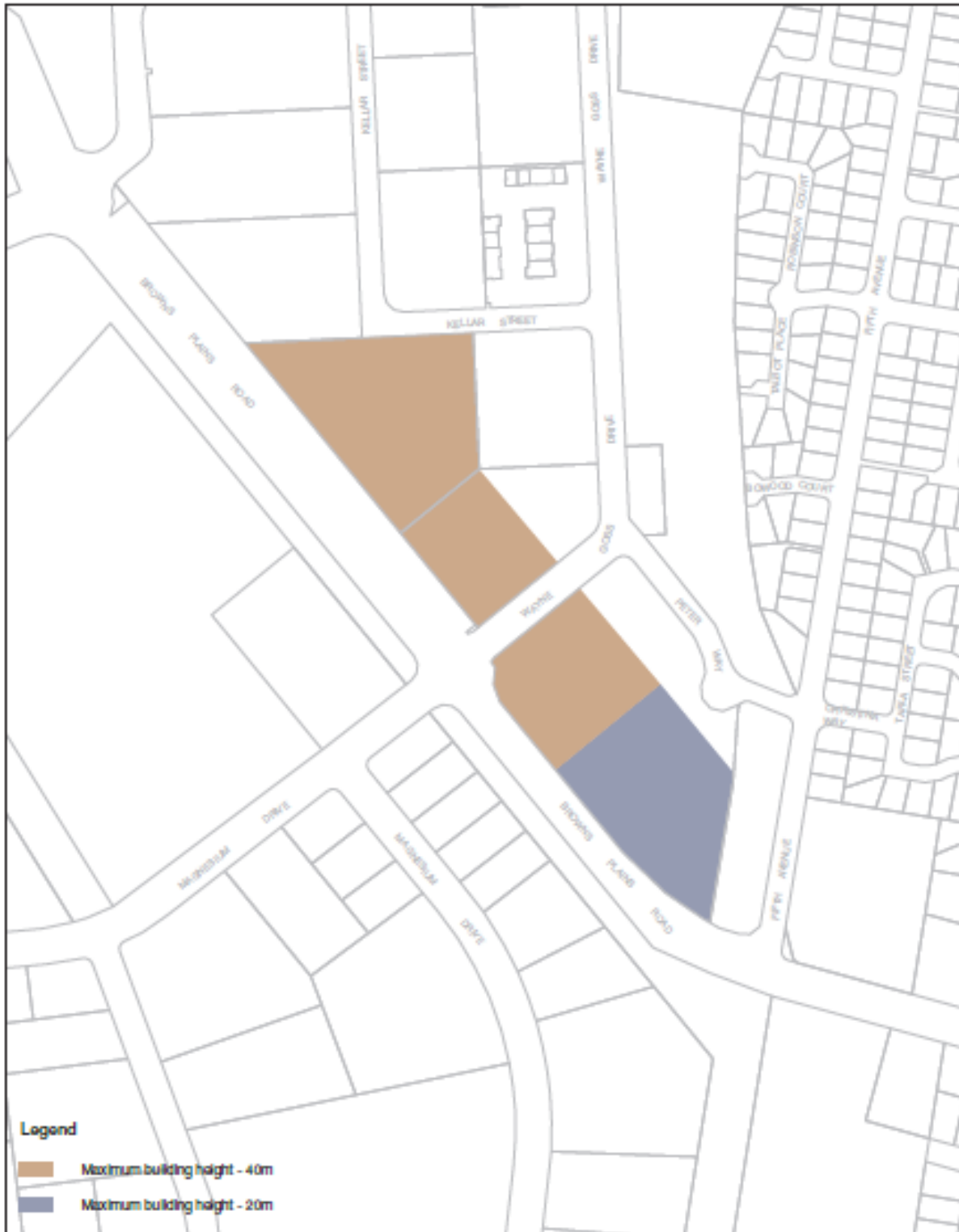


Figure 6.2.10.3.2—Wembley Road building heights



## Part 8 Overlays

### 8.2 Overlay codes

#### 8.2.2 Biodiversity areas overlay code

##### 8.2.2.1 Application

- (1) This code applies to accepted development (subject to requirements), compliance assessable and assessable development for which the Biodiversity areas overlay code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.10.2.1–Biodiversity areas overlay map OM-02.00 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.

##### 8.2.2.2 Purpose

- (1) The purpose of the code is to:
  - (a) connect biodiversity corridors;
  - (b) protect and enhance habitat values and ecosystem functions;
  - (c) protect scenic amenity values.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development protects and enhances:
    - (i) habitat values and biodiversity corridors;
    - (ii) native vegetation in the primary vegetation management area;
    - (iii) native trees and native habitat trees in the secondary vegetation management area;
    - (iv) wildlife habitat and movement;
    - (v) landscape values.

**8.2.2.3 Requirements for assessment**

**Part A—Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development**

**Table 8.2.2.3.1—Biodiversity areas overlay code: accepted development (subject to requirements) and assessable development**

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Biodiversity corridors</b>		
<p><b>PO1</b>            Development in a Biodiversity corridor identified on Biodiversity areas overlay map—OM-02.02 is designed and located to:</p> <ul style="list-style-type: none"> <li>(a) provide for habitat links;</li> <li>(b) facilitate safe wildlife movement;</li> <li>(c) facilitate wildlife refuge;</li> <li>(d) enhance habitat values;</li> <li>(e) rehabilitate degraded areas with native vegetation.</li> </ul> <p>Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO1</b>            Development is located outside a Biodiversity corridor identified on Biodiversity areas overlay map—OM-02.02.</p>	<p><b>PO1 - Not Applicable</b>            Subject site not identified on Biodiversity areas overlay map OM-02.02.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Primary vegetation management area</b>		
<p><b>PO2</b></p> <p>Development in the Primary vegetation management area identified on Biodiversity areas overlay map—OM—02.01 is designed and located:</p> <p>(a) to:</p> <p>(i) protect the current extent of native vegetation; or</p> <p>(ii) achieve a net gain of native vegetation;</p> <p>(b) to rehabilitate degraded areas with native vegetation.</p> <p>Note—The Primary vegetation management area includes the locally significant vegetation identified on Biodiversity areas overlay map—OM—02.03.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report [for section (a)(i)] and an environmental offset report [for section (a)(ii)] prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO2.1</b></p> <p>Development is located to avoid the need to clear any native vegetation in the Primary vegetation management area identified on Biodiversity areas overlay map—OM—02.01, unless:</p> <p>(a) if identified as a matter of local environmental significance on Biodiversity areas overlay map—OM—02.04, an offset is provided in accordance with section 3.1—Environmental offset standards in Planning scheme policy 3—Environmental management; or</p> <p>(b) if identified as a matter of State environmental significance on Biodiversity areas overlay map—OM-02.04, an offset is provided in accordance with the Queensland Environmental Offset Policy and the <i>Environmental Offsets Act 2014</i>.</p> <p>Note—Compliance with AO2.1(a) is to be demonstrated by an environmental offset report prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p> <p>Note—Compliance with AO2.1(b) is achieved where an environmental offset is provided to the Queensland Government in accordance with conditions imposed by a referral agency under the State Development Assessment Provisions. Alternatively, compliance is also achieved where referral agency assessment was undertaken but no environmental offset condition imposed.</p>	<p><b>AO2.1 - Complies</b></p> <p>No vegetation is proposed to be removed from the subject premises.</p>
	<p><b>AO2.2</b></p> <p>Development rehabilitates degraded areas in accordance with the South East Queensland Ecological Restoration Framework.</p>	<p><b>AO2.2. - Not Applicable</b></p> <p>No rehabilitation proposed.</p>
<b>Secondary vegetation management area</b>		

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO3</b></p> <p>Development in the Secondary vegetation management area identified on Biodiversity areas overlay map–OM-02.01 is designed and located to either:</p> <p>(a) protect the current extent of native trees and native habitat trees; or</p> <p>(b) achieve a net gain of native trees and native habitat trees.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a basic ecological assessment report [for paragraph (a)] and environmental offset report [for section (b)] prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.</p>	<p><b>AO3</b></p> <p>Development is located to avoid the need to clear any native trees and native habitat trees in the Secondary vegetation management area identified on Biodiversity areas overlay map–OM–02.01, unless:</p> <p>(a) if identified as a matter of local environmental significance on Biodiversity areas overlay map–OM–02.04, an offset is provided in accordance with section 3.1–Environmental offset standards in Planning scheme policy 3–Environmental management; or</p> <p>(b) if identified as a matter of State environmental significance on Biodiversity areas overlay map–OM–02.04, an offset is provided in accordance with the Queensland Environmental Offset Policy and the <i>Environmental Offsets Act 2014</i>.</p> <p>Note—Compliance with AO3(a) is to be demonstrated by an environmental offset report prepared in accordance with Part 2 of planning scheme policy 3–Environmental management.</p> <p>Note—Compliance with AO3(b) is achieved where an environmental offset is provided to the Queensland Government in accordance with conditions imposed by a referral agency under the State Development Assessment Provisions. Alternatively, compliance is also achieved where referral agency assessment was undertaken but no environmental offset condition imposed.</p>	<p><b>AO3 - Complies</b></p> <p>No vegetation is proposed o be removed.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Koala corridor</b>		
<p><b>PO4</b></p> <p>Development in a Koala corridor identified on Biodiversity areas overlay map—OM—02.02 is designed and located to protect and enhance koala habitat.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO4</b></p> <p>Development:</p> <p>(a) is located to avoid the need to clear any native vegetation in a Koala corridor identified on Biodiversity areas overlay map—OM—02.02;</p> <p>(b) in a Koala corridor identified on Biodiversity areas overlay map—OM—02.02 rehabilitates degraded koala habitat values within the Koala corridor, in accordance with the South East Queensland Ecological Restoration Framework.</p>	<p><b>AO4 - Not Applicable</b></p> <p>Subject site not mapped as a Koala corridor on Biodiversity map OM-02.02.</p>
<b>For assessable development</b>		
<b>Wildlife movement</b>		
<p><b>PO5</b></p> <p>Development in a Biodiversity corridor or koala corridor identified on Biodiversity areas overlay map—OM—02.02 provides for the safe movement of native fauna by:</p> <p>(a) generating minimal additional night time traffic;</p> <p>(b) minimising the risk of injury or death to wildlife by vehicular traffic;</p> <p>(c) incorporating practices or measures to minimise disruption, injury or death during construction;</p> <p>(d) providing that a road or accessway has a low design speed;</p> <p>(e) providing fauna-friendly fencing.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO5</b></p> <p>Development in a Biodiversity corridor or koala corridor identified on Biodiversity areas overlay map—OM—02.02 provides for the safe movement of native fauna through the implementation of:</p> <p>(a) the Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices;</p> <p>(b) the Queensland Government Koala-sensitive Design Guideline.</p>	<p><b>AO5 - Not Applicable</b></p> <p>Subject site not mapped as a Biodiversity or Koala corridor.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Locally significant Melaleuca irbyana buffer area</b>		
<p><b>PO6</b></p> <p>Development within the Locally significant Melaleuca irbyana buffer area identified on Biodiversity areas overlay map—OM—02.03 protects the Locally significant Melaleuca irbyana area identified on Biodiversity areas overlay map—OM—02.03 from:</p> <p>(a) edge effects;</p> <p>(b) adverse changes to the local hydrology.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a detailed ecological assessment report prepared in accordance with Part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO6</b></p> <p>Development within the Locally significant Melaleuca irbyana buffer area identified on Biodiversity areas overlay map—OM—02.03 provides for a vegetated buffer within 50 metres of the Locally significant Melaleuca irbyana area identified on Biodiversity areas overlay map—OM—02.03.</p>	<p><b>AO6 - Not Applicable</b></p> <p>Subject site is indentified on Biodiversity areas map OM-02.03.</p>
<b>Landscape values</b>		
<p><b>PO7</b></p> <p>Development is designed and located to protect and enhance the landscape values of:</p> <p>(a) a ridgeline;</p> <p>(b) native vegetation.</p>	<p><b>AO7</b></p> <p>No acceptable outcome provided.</p>	<p><b>AO7 - Complies</b></p> <p>Proposal does not impact on any landscape value of a ridgeline or native vegetation.</p>
<b>Lighting</b>		
<p><b>PO8</b></p> <p>Development in a Biodiversity corridor or Koala corridor identified on Biodiversity areas overlay map—OM—02.02 is designed to minimise adverse light impacts on native fauna.</p>	<p><b>AO8</b></p> <p>Lighting associated with development in a Biodiversity corridor or Koala corridor identified on Biodiversity areas overlay map—OM—02.02.</p> <p>(a) complies with the dark surrounds lighting levels in AS4282-1997—Control of the obtrusive effects of outdoor lighting;</p> <p>(b) is directed away from areas identified on Biodiversity areas overlay map—OM—02.00.</p>	<p><b>AO8 – Not Applicable</b></p> <p>Subject site not mapped as a Koala corridor on Biodiversity map OM-02.02.</p>

## Part 8 Overlays

### 8.2 Overlay codes

#### 8.2.5 Flood hazard overlay code

##### 8.2.5.1 Application

- (1) This code applies to accepted development (subject to requirements) and assessable development for which the Flood hazard overlay code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.10.5.1–Flood hazard overlay map–OM–05.00 in Part 5–Tables of assessment.
- (2) When using this code, reference should be made to section 5.3.2–Determining the criteria 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.

Editor's note—This overlay deals with inundation as a result of waterways overtopping their banks. It does not address localised stormwater runoff making its way into a waterway.

Note—Pursuant to section 32(a) of the *Building Act 1975* and section 13(1)(a) of the *Building Regulation 2006*, land identified as a Flooding and inundation area on Flood hazard overlay map–OM–05.00 is designated as a 'natural hazard management area (flood)'.

Note—Floods larger than the DFE can occur, which may cause development at the margins of the natural hazard management area (flood) to be indirectly affected by flooding and therefore may not be able to serve their critical function. Particular attention should be paid to community infrastructure and the State Planning Policy requirements for their respective flood immunities.

##### 8.2.5.2 Purpose

- (1) The purpose of the Flood hazard overlay code is to ensure development:
  - (a) is compatible with the nature of the natural flood hazard;
  - (b) does not cause injury, loss of life or damage to premises and property due to flooding or storm tide inundation;
  - (c) does not increase the emergency management burden on neighbours, the community or the local government.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development:
    - (i) does not result in people and premises being at an unacceptable risk during a defined flood event;
    - (ii) protects the flood storage and discharge capacity of the flood plain;
    - (iii) does not exacerbate the extent or severity of flooding or flood risk;
    - (iv) protects and enhances the flood resilience (safety) of the community, including properties, infrastructure and amenities;
    - (v) does not adversely affect public safety and the environment from the impact of flooding on hazardous materials;
    - (vi) does not add to the emergency management or evacuation burden during and after a flood event.

**8.2.5.3 Assessment benchmarks for assessment development and requirements for accepted development**

**Part A—Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development**

**Table 8.2.5.3.1—Flood hazard overlay code: accepted development (subject to requirements) and assessable development**

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Risk to people and premises</b>		
<p><b>PO1</b> A building floor level of a habitable room has adequate allowance for the hydraulic gradient above the main floodway.</p>	<p><b>AO1</b> A building has a finished habitable floor level a minimum of 500mm above the defined flood event.</p>	<p><b>AO1 – Not Applicable</b> No habitable rooms are proposed.</p>
<p><b>PO2</b> Development must not increase the level of risk of injury to life or risk of damage to property or adversely affect flood evacuation procedures.</p>	<p><b>AO2</b> Development: (a) does not result in any of the following:                      (i) an increase in the number of people at risk from flooding up to and including the defined flood event; or                      (ii) an increase in the number of people that need evacuation up to and including the defined flood event; or                      (iii) an increase in the number of premises or infrastructure at risk from flooding up to and including the defined flood event; or                      (iv) existing flood warning times being reduced for flood events up to and including the defined flood event; or                      (v) an adverse impact on the ability of traffic to use evacuation routes or unreasonably increase traffic volumes on evacuation routes; or                      (b) is located entirely within a development envelope area approved by an earlier development approval.</p>	<p><b>AO2 – Complies</b> The proposed development will not increase any of the risks listed.</p>

<b>For assessable development</b>		
<b>Risk to people and premises</b>		
<p><b>PO3</b></p> <p>Development provides a development envelope area that is above the flood level during the defined flood event.</p>	<p><b>AO3</b></p> <p>Development provides a development envelope area above the flood level during the defined flood event with a minimum size and dimension specified in Table 8.2.5.3.2—Development envelope area.<b>Error! Reference source not found.</b></p>	<p><b>AO3 – Complies</b></p> <p>Key aspects of the development such as offices, amenities are above the defines level with areas below only proposed for storage of concrete materials.</p>
<p><b>PO4</b></p> <p>Public safety and the environment are not adversely affected by floodwater by:</p> <p>(a) locating a Medium impact industry or High impact industry to be able to function safely during and immediately after flood events;</p> <p>(b) safely storing hazardous materials.</p>	<p><b>AO4</b></p> <p>Development:</p> <p>(a) for a Medium impact industry or High impact industry is above the flood level specified in column 2 of Table 8.2.5.3.3—Minimum flood levels;</p> <p>(b) involving the storage, sale or use of hazardous materials is located above the flood level during the defined flood event.</p>	<p><b>AO4 – Complies</b></p> <p>The proposed use does not involve hazardous materials and only the storage of concrete sleepers which will not adversely affect the environment.</p>
<p><b>PO5</b></p> <p>A car park other than a Parking station is only located below the flood level during the defined flood event where there is no increase in risk to:</p> <p>(a) pedestrian and vehicular safety;</p> <p>(b) a building or other structure.</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay code in planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO5</b></p> <p>No acceptable outcome provided.</p>	<p><b>AO5 – Complies</b></p> <p>All car parking spaces are above the defined flood event.</p>

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO6</b> Development for any of the uses identified in column 1 of Table 8.2.5.3.3—Minimum flood levels, are able to function effectively during and immediately after flood events.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a flood study report prepared in accordance with section 2.5.1 of planning scheme policy 5—Infrastructure</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay of planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO6</b> Development for any of the uses identified in column 1 of Table 8.2.5.3.3—Minimum flood levels is located above the flood level specified in column 2 of Table 8.2.5.3.3—Minimum flood levels.</p>	<p><b>AO6 –</b> The proposed development is compliant with the requirements listed in Table 8.2.5.3.3</p>
<b>Flood storage and discharge capacity</b>		
<p><b>PO7</b> An existing floodway is protected and maintained to ensure there are no losses of conveyance capacity of waterways and storage so as not to adversely affect other premises, infrastructure and the environment.</p> <p>Note—Compliance with this performance outcome is to be demonstrated by a flood study report prepared in accordance with section 2.5.1 of planning scheme policy 5—Infrastructure</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay of planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>	<p><b>AO7 – Complies</b> No additional earthworks are proposed over the site as part of the development with the existing stormwater culvert system maintained for conveyance through the site.</p>
<p><b>PO8</b> The natural conveyance of flood waters and natural overland flow paths are protected and maintained without adversely affecting adjoining premises.</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay of planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>	<p><b>AO8 – Complies</b> No additional earthworks are proposed over the site as part of the development with the existing stormwater culvert system maintained for conveyance through the site.</p>
<p><b>PO9</b> Development (or development in combination with</p>	<p><b>AO9</b> No acceptable outcome provided.</p>	<p><b>AO9 – Complies</b> No additional earthworks are proposed over the site</p>

Performance outcomes	Acceptable outcomes	Comments
<p>other development) for all flood events up to and including the defined flood event does not do any of the following:</p> <ul style="list-style-type: none"> <li>(a) cause or have the potential to cause damage; or</li> <li>(b) cause ponding of flood water; or</li> <li>(c) adversely affect the flood discharge capacity of the floodplain; or</li> <li>(d) decrease the flood resilience of properties and infrastructure; or</li> <li>(e) cause a cumulative increase in flood levels external to the premises.</li> </ul> <p>Note—Compliance with this performance outcome is to be demonstrated by a flood study report prepared in accordance with section 2.5.1 of planning scheme policy 5—Infrastructure</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay of planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>		<p>as part of the development with the existing stormwater culvert system maintained for conveyance through the site.</p>

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO10</b> Any loss of floodplain storage is compensated with compensatory storage or excavation that:</p> <ul style="list-style-type: none"> <li>(a) is of equal volume, creating a balance of cut to fill;</li> <li>(b) is free draining;</li> <li>(c) is located within the premises;</li> <li>(d) does not adversely affect the hydraulic conveyance capacity of the flood channel or floodplain;</li> <li>(e) is provided to the corresponding flood level;</li> <li>(f) is landscaped to provide visual amenity and erosion control;</li> <li>(g) is solely for the purpose of compensatory storage.</li> </ul> <p>Note—Compliance with this performance outcome is to be demonstrated by a flood study report prepared in accordance with section 2.5.1 of planning scheme policy 5—Infrastructure</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay of planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>	<p><b>AO10 – Complies</b> No additional earthworks are proposed over the site as part of the development with the existing stormwater culvert system maintained for conveyance through the site.</p>
<p><b>PO11</b> Development does not adversely change the following flood characteristics for all flood events up to and including the defined flood event:</p> <ul style="list-style-type: none"> <li>(a) peak flow;</li> <li>(b) flow of any part of the flood before the peak;</li> <li>(c) flood flow velocity;</li> <li>(d) level of flooding;</li> <li>(e) flood time to peak.</li> </ul> <p>Note—Compliance with this performance outcome is to be demonstrated by a flood study report prepared in accordance with section 2.5.1 of planning scheme policy 5—Infrastructure</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay</p>	<p><b>AO11</b> No acceptable outcome provided.</p>	<p><b>AO11 – Complies</b> No additional earthworks are proposed over the site as part of the development with the existing stormwater culvert system maintained for conveyance through the site.</p>

Performance outcomes	Acceptable outcomes	Comments
of planning scheme policy 5–Infrastructure provides guidance to achieve this outcome.		
<p><b>PO12</b></p> <p>A stormwater quality improvement device is located to retain existing flood plain storage capacity and ensure functionality of the stormwater quality improvement device.</p>	<p><b>AO12</b></p> <p>A stormwater quality improvement high flow outlet device is located:</p> <p>(a) above the five percent AEP flood event caused by local flooding;</p> <p>(b) above the two percent AEP flood event caused by regional flooding.</p>	<p><b>AO12 – Complies</b></p> <p>Please refer to the site Based Stormwater management Plan accompanying this application for further details on the measures proposed.</p>
<p><b>PO13</b></p> <p>A stormwater quantity management device is located to retain existing flood plain storage capacity and ensure functionality of the stormwater quantity management device.</p>	<p><b>AO13</b></p> <p>A stormwater quantity management high flow outlet device is located above the two percent AEP flood event.</p>	<p><b>AO13 – Complies</b></p> <p>Please refer to the site Based Stormwater management Plan accompanying this application for further details on the measures proposed.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Filling and excavation</b>		
<p><b>PO14</b></p> <p>Filling and excavation is carried out above the flood level of the 10 percent AEP event to protect in stream and banks of a waterway and wetland.</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay code in planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO14.1</b></p> <p>Earthworks are limited to areas where:</p> <ul style="list-style-type: none"> <li>(a) flooding is predominately due to backflow;</li> <li>(b) the peak depth average velocity is less than the maximum permissible velocity for considerable bare earth channels (typically 0.5m/sec) in accordance with Table 9.0.5.3 of the Queensland Urban Drainage Manual;</li> <li>(c) the cut/fill batter is not steeper than 1V:4H and the exposed earth surface is landscaped with erosion resistant vegetation cover.</li> </ul>	<p><b>AO14.1– Not Applicable</b></p> <p>No filling or excavation proposed.</p>
	<p><b>AO14.2</b></p> <p>A filling and excavation plan is provided in accordance with section 2.2.2 of planning scheme policy 5—Infrastructure.</p>	<p><b>AO14.2 – Not Applicable</b></p> <p>No filling or excavation proposed,</p>
<b>Access</b>		
<p><b>PO15</b></p> <p>Development provides vehicular access to a road network that is sufficient to enable safe access and egress.</p> <p>Note—Section 4.1—Guidelines for satisfying flood hazard overlay code in planning scheme policy 5—Infrastructure provides guidance to achieve this outcome.</p>	<p><b>AO15</b></p> <p>Development provides vehicular access to a road that is:</p> <ul style="list-style-type: none"> <li>(a) above the flood level during the defined flood event; or</li> <li>(b) below the flood level during the defined flood event where the road: <ul style="list-style-type: none"> <li>(i) has a low flood hazard;</li> <li>(ii) remains trafficable until another road access to the development becomes trafficable;</li> <li>(iii) directly connects to a road that is above the defined flood event that provides access to the road network.</li> </ul> </li> </ul>	<p><b>AO15 – Complies</b></p> <p>Access onto Boundary Street is available during the defines flood event.</p>

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO16</b> Development provides an access area to a building or fill area on which a building is to be constructed where the access is located on land classified as a low flood hazard in the defined flood event.</p>	<p><b>AO16</b> Development provides access to a building or fill area that has:</p> <ul style="list-style-type: none"> <li>(a) a maximum depth of inundation of 300 mm during all flood events up to and including the defined flood event;</li> <li>(b) a maximum distance of inundation of 200 metres during all flood events up to and including the defined flood event;</li> <li>(c) a depth multiplied velocity product of less than or equal to 0.4m<sup>2</sup>/s.</li> </ul> <p>Note—Velocity in flood waters is measured as the average velocity over a column of water.</p>	<p><b>AO16 – Complies</b></p>

**Table 8.2.5.3.2—Development envelope area**

Zone or precinct	Development envelope area specification	
	Minimum area	Minimum dimension
Rural zone	4000m <sup>2</sup>	50m
Rural residential zone	4000m <sup>2</sup>	50m
Environmental management and conservation zone—Environmental management precinct	2000m <sup>2</sup>	30m
Environmental management and conservation zone—Rural environmental management precinct	4000m <sup>2</sup>	50m
All other zones	The entire lot	–

**Table 8.2.5.3.3—Minimum flood levels**

Column 1 Development for a material change of use	Column 2 Land is to be above the following minimum flood level
Emergency services not specified elsewhere in this table	The 0.2% AEP flood level
Hospital	The 0.2% AEP flood level
Major electricity infrastructure	The 0.2% AEP flood level
Detention facility	The 0.2% AEP flood level
Utility installation, being a power station	The 0.2% AEP flood level
Residential care facility or Retirement facility	The 0.2% AEP flood level
Emergency services, being police facilities and emergency shelters	The 0.5% AEP flood level
Substation	The 0.5% AEP flood level
Utility installation, being a sewage treatment plant or water treatment plant	The 0.5% AEP flood level
Stores of valuable records or items of historic or cultural significance (eg galleries and libraries)	The 0.5% AEP flood level
An industry activity, involving the manufacture or storage of noxious or hazardous materials (e.g. a regional fuel storage facility)	The 0.5% AEP flood level
Warehouse, being a food storage warehouse	The 0.5% AEP flood level
Development involving the use of Class 5, 6, 7(b), 8 or 9(b) buildings other than specified above	The 1% AEP flood level

## Part 8 Overlays

### 8.2 Overlay codes

#### 8.2.12 Waterway corridors and wetlands overlay code

##### 8.2.12.1 Application

- (1) This code applies to accepted development (subject to requirements) and assessable development for which the Waterway corridors and wetlands overlay code is identified in Table 5.10.13.1–Waterway corridors and wetlands overlay map–OM–13.00 in Part 5–Tables of assessment.
- (2) When using this code, reference should be made to section 5.3.2–Determining the criteria 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.

##### 8.2.12.2 Purpose

- (1) The purpose of the code is to protect and enhance the ecological values, bank stability and scenic amenity of waterway corridors and wetlands and their riparian areas.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development is designed, constructed and managed to:
    - (i) protect and enhance ecosystem processes and the function of a waterway corridor, wetland, and their riparian areas;
    - (ii) protect natural hydrological and geomorphological processes;
    - (iii) protect and enhance water quality of a waterway and wetland;
    - (iv) protect and enhance landscape values of a waterway and wetland;
    - (v) ensure the long term management and maintenance of a waterway and wetland;
    - (vi) provide public access to a waterway and wetland;
    - (vii) avoid erosion prone areas or mitigate the risk of coastal hazards.

**8.2.12.3 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 8.2.12.3.1—Waterway corridors and wetlands overlay code: accepted development (subject to requirements) and assessable development**

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Design and location</b>		
<p><b>PO1</b> Development is designed and located to provide a buffer to a Waterway corridors and wetlands area identified on Waterway corridors and wetlands overlay map—OM—13.00 that protects its ecosystem processes, water quality, function, scenic amenity and landscape values.</p>	<p><b>AO1</b> Development provides a buffer: (a) to the waterway areas identified on Waterway corridors and wetlands overlay map—OM—13.01: (i) of a width specified in Table 8.2.12.3.2—Waterway and wetland buffer width; (ii) measured to comply with <b>Error! Not a valid result for table.</b>; (b) to the wetlands identified on Waterway corridors and wetlands overlay map—OM—13.02 of a width specified in Table 8.2.12.3.2—Waterway and wetland buffer width.</p>	<p><b>AO1 – Complies</b> Development over the subject site sits outside the waterway corridor with existing culverts bridging the waterway.</p>
<b>For assessable development only</b>		
<b>Ecosystem processes</b>		
<p><b>PO2</b> Development is designed, constructed and managed to protect and enhance: (a) in-stream and riparian habitat values of a Waterway corridors and wetlands area identified on Waterway corridors and wetlands overlay map—OM—13.00; (b) safe wildlife movement.  Note—Planning scheme policy 3—Environmental management provides guidance on how to achieve this outcome. Compliance with this performance outcome is to be demonstrated by an ecological assessment report prepared in accordance with part 2 of planning scheme policy 3—Environmental management.</p>	<p><b>AO2</b> If development does not provide a buffer to a Waterway corridors and wetlands area in accordance with AO1: (a) an ecological assessment report is prepared in accordance with part 2 of planning scheme policy 3—Environmental management that demonstrates how the development protects and enhances in-stream and riparian habitat values and results in no loss of connectivity which supports wildlife movement; (b) the ecological function of a Waterway corridors and wetlands area is protected and enhanced in accordance with section 3.3.1—Riparian corridor</p>	<p><b>PO2 – Not applicable</b> The site is already fully designed, constructed and managed in accordance with the historical and ongoing use of the site.</p>

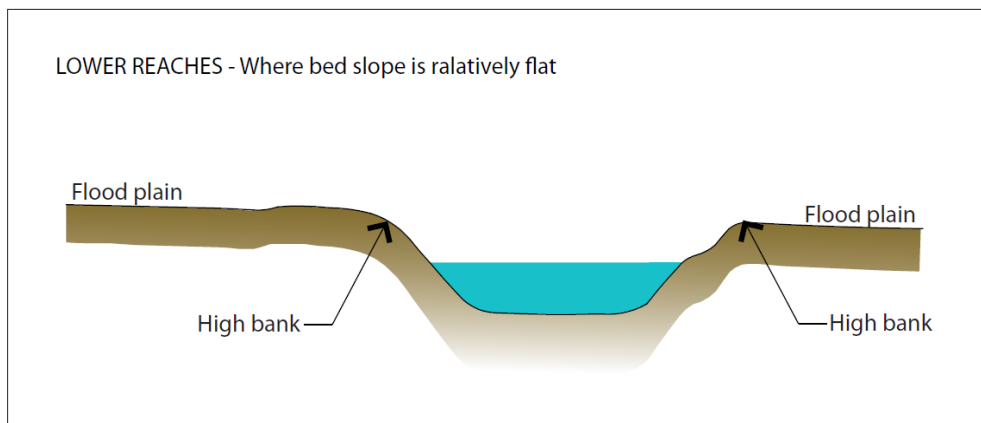
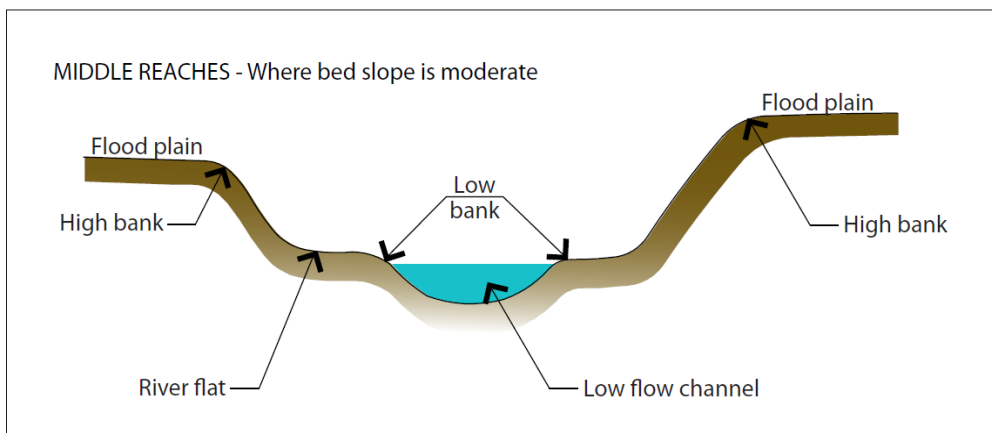
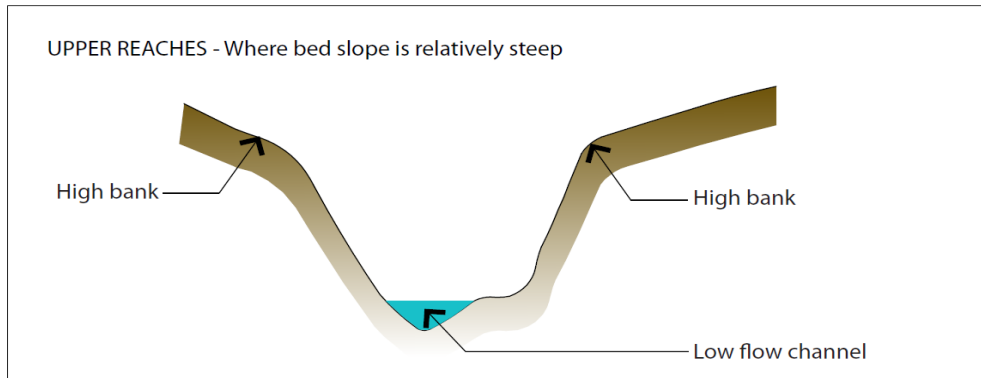
Performance outcomes	Acceptable outcomes	Comments
	<p>revegetation and weed control of planning scheme policy 3–Environmental management.</p>	
<b>Natural hydrological and geomorphological processes</b>		
<p><b>PO3</b> Development is designed, constructed and managed to ensure:</p> <p>(a) the natural hydrological and geomorphological processes of a Waterway corridors and wetlands area identified on Waterway corridors and wetlands overlay map–OM–13.00 are maintained;</p> <p>(b) where the natural hydrological and geomorphological processes are modified, the near natural hydrology is re-instated.</p>	<p><b>AO3</b> Development is designed, constructed and managed to protect the natural hydrological and geomorphological processes of a Waterway corridors and wetlands area by:</p> <p>(a) providing an area equal to the buffer width identified on Waterway corridors and wetlands overlay map–OM–13.00 for either side of the existing channel to allow for the natural lateral and longitudinal movement of the channel;</p> <p>(b) stabilising banks using native vegetation in accordance with section 3.3.1–Riparian corridor revegetation and weed control and section 3.3.2–Near-natural hydrology reinstatement works of Planning Scheme Policy 3–Environmental Management;</p> <p>(c) reinstating the near-natural hydrology in accordance with section 3.3.2–Near-natural hydrology reinstatement works of planning scheme policy 3–Environmental management.</p>	<p><b>PO3 – Not applicable</b> The site is already fully designed, constructed and managed in accordance with the historical and ongoing use of the site.</p>
<b>Erosion prone areas</b>		
<p><b>PO4</b> Development in an erosion prone area identified on Waterway corridors and wetlands overlay map–OM–13.03 is for coastal dependent development, or temporary, readily relocatable or able-to-be-abandoned development.</p>	<p><b>AO4</b> Development is not located in an erosion prone area identified on Waterway corridors and wetlands overlay map–OM–13.03 unless the development:</p> <p>(a) cannot be feasibly located elsewhere;</p> <p>(b) is coastal dependent development, or temporary, readily relocatable or able-to-be-abandoned development.</p>	<p><b>PO4 – Not Applicable</b> Subjects site not located in erosion prone area.</p>
<b>Water quality</b>		
<p><b>PO5</b> Development is designed, constructed and</p>	<p><b>AO5</b> Development:</p>	<p><b>AO5 – Complies</b> Suitable water quality treatment devices are</p>

Performance outcomes	Acceptable outcomes	Comments
<p>managed to protect water quality of a Waterway corridors and wetlands area identified on Waterway corridors and wetlands overlay map—OM—13.00 by:</p> <ul style="list-style-type: none"> <li>(a) providing vegetated buffers;</li> <li>(b) incorporating water sensitive urban design principles having regard to: <ul style="list-style-type: none"> <li>(i) protecting water quality of surface and ground waters;</li> <li>(ii) minimising sewage discharges to the natural environment;</li> </ul> </li> <li>(c) limiting discharge of sediments and pollutants into a Waterway corridors and wetlands area.</li> </ul>	<ul style="list-style-type: none"> <li>(a) provides a vegetated riparian buffer in accordance with section 3.3.1—Riparian corridor revegetation and weed control of planning scheme policy 3—Environmental management;</li> <li>(b) provides effective erosion and sediment control in accordance with section 3.3—Filling and excavation standards of planning scheme policy 5—Infrastructure;</li> <li>(c) implements water sensitive urban design principles in accordance with section 3.6—Stormwater infrastructure standards and section 3.7—Landscaping standards of planning scheme policy 5—Infrastructure;</li> <li>(d) excludes stock from a Waterway corridors and wetlands area by providing a permanent fence and gate and utilises off-stream stock watering points.</li> </ul>	<p>proposed as part of the submitted site based stormwater management plan to ensure the implementation of water sensitive urban design principles are incorporated into the development</p>
<b>Access</b>		
<p><b>PO6</b></p> <p>Development provides for an integrated and publicly accessible pedestrian network to:</p> <ul style="list-style-type: none"> <li>(a) a River waterway area identified on Waterway corridors and wetlands overlay map—OM—13.01;</li> <li>(b) a Major waterway area identified on Waterway corridors and wetlands overlay map—OM—13.01;</li> <li>(c) a Major wetland identified on Waterway corridors and wetlands overlay map—OM—13.02.</li> </ul>	<p><b>AO6</b></p> <p>A pedestrian path is provided and constructed in accordance with section 3.4—Movement infrastructure standards of planning scheme policy 5—Infrastructure.</p>	<p><b>AO6 – Not Applicable</b></p> <p>Minor waterway identified.</p>
<b>Tenure</b>		
<p><b>PO7</b></p> <p>Development provides for tenure or management arrangements that facilitate the protection and enhancement of a Waterway corridors and wetlands.</p>	<p><b>AO7</b></p> <p>No acceptable outcome provided.</p>	<p><b>PO7 – Not applicable</b></p> <p>The site is already fully designed, constructed and managed in accordance with the historical and ongoing use of the site.</p>

**Table 8.2.12.3.2–Waterway and wetland buffer width**

Type	Buffer width
River waterway area	100 metres from the high bank
Major waterway area	50 metres from the high bank
Medium waterway area	30 metres from the high bank
Minor waterway area	10 metres from the high bank
Major wetland	100 metres from the outer, landward boundary of the mapped wetland
Minor wetland	50 metres from the outer, landward boundary of the mapped wetland

**Figure 8.2.12.3.1—Defining the top bank: upper reaches, middle reaches and lower reaches**



## Part 9 Development codes

### 9.4 Preliminary

#### 9.4.3 Infrastructure code

##### 9.4.3.1 Application

- (1) This code applies to:
  - (a) material change of use:
    - (i) that is accepted development (subject to requirements) or code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5–Categories of development and assessment–Material change of use in Part 5–Tables of assessment;
    - (ii) that is made impact assessment in a table of assessment in section 5.5–Categories of development and assessment–Material change of use or Section 5.9–Categories of development and assessment–Local plans in Part 5–Tables of assessment;
  - (b) reconfiguring a lot:
    - (i) that is code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;
    - (ii) made impact assessment in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;
  - (c) operational work that is infrastructure work:
    - (i) that is accepted development (subject to requirements) or code assessable and for which the Infrastructure code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1–Operational 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 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5–Tables of assessment.

##### 9.4.3.2 Purpose

- (1) The purpose of the code is to ensure that infrastructure is provided to service development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development protects the existing infrastructure and planned infrastructure networks being the:
    - (i) movement network;
    - (ii) park network;
    - (iii) water network;

- (iv) sewerage network;
  - (v) stormwater network;
  - (vi) other networks including electricity, gas and telecommunications;
  - (vii) land for community facilities network;
- (b) development other than operational work provides infrastructure that is necessary to service the development, including elements of:
- (i) a safe, efficient and legible road network;
  - (ii) a safe, efficient and legible public transport network;
  - (iii) a safe, efficient and legible cycle network;
  - (iv) a safe, efficient and legible pedestrian network;
  - (v) a safe, efficient and legible parks network;
  - (vi) a safe and efficient water network;
  - (vii) a safe and efficient sewerage network;
  - (viii) a safe and efficient stormwater network;
  - (ix) safe and efficient other networks including electricity, gas and telecommunications;
  - (x) a safe and efficient road lighting network;
  - (xi) land for a community facilities network;
- (c) development integrates with existing and planned infrastructure networks;
- (d) infrastructure is designed and constructed to deliver a standard of service that is efficient and equitable;
- (e) the cost to the community for the life of the infrastructure is minimised by providing for a suitable design life, ease of maintenance and ease of replacement;
- (f) infrastructure protects personal health and safety and premises;
- (g) infrastructure protects environmental values.

### 9.4.3.3 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 9.4.3.3.1—Infrastructure code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Provision, design, construction and location of infrastructure</b>		
<p><b>PO1</b> Development is demonstrated to be capable of being serviced by necessary infrastructure.</p>	<p><b>AO1</b> Reports, plans and drawings are provided in accordance with part 2 of planning scheme policy 5—Infrastructure.</p>	<p><b>AO1 – Not Applicable</b> Development is currently utilising current infrastructure and not proposing to relocate any services.</p>
<p><b>PO2</b> Development:</p> <ul style="list-style-type: none"> <li>(a) provides necessary infrastructure to service the development;</li> <li>(b) provides that the design, construction and location of necessary infrastructure: <ul style="list-style-type: none"> <li>(i) protects existing and planned infrastructure networks;</li> <li>(ii) services proposed development;</li> <li>(iii) integrates with existing and planned infrastructure networks;</li> <li>(iv) delivers a standard of service that is efficient and equitable;</li> <li>(v) minimises the cost to the community for the life of the infrastructure by providing a suitable design life, ease of maintenance and ease of replacement;</li> <li>(vi) protects personal health, safety and premises;</li> <li>(vii) protects environmental values.</li> </ul> </li> </ul>	<p><b>AO2</b> Development:</p> <ul style="list-style-type: none"> <li>(a) in a water supply service area connects to the water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code;</li> <li>(b) not in a water supply service area provides a tank with a minimum storage capacity of 45,000 litres;</li> <li>(c) in a sewerage supply service area connects to the waste water network in accordance with the SEQ Water Supply and Sewerage Design and Construction Code;</li> <li>(d) not in a sewerage supply service area complies with part 1 of the Queensland Plumbing and Wastewater Code;</li> <li>(e) provides stormwater infrastructure in accordance with part 3.6 of planning scheme policy 5—Infrastructure;</li> <li>(f) provides a movement network infrastructure in accordance with part 3.4 of planning scheme policy 5—Infrastructure;</li> </ul>	<p><b>AO2 – Complies</b> Proposed development has provision of necessary infrastructure networks and services for the proposed operations.</p>

Performance outcomes	Acceptable outcomes	Comments
	<p>(g) provides parks in accordance with part 3.12 of planning scheme policy 5—Infrastructure;</p> <p>(h) provides road lighting in accordance with part 3.5 of planning scheme policy 5—Infrastructure;</p> <p>(i) provides electricity reticulation in accordance with part 3.8 of planning scheme policy 5—Infrastructure;</p> <p>(j) provides gas and telecommunications reticulation in accordance with part 3.9 of planning scheme policy 5—Infrastructure.</p> <p>Editor's note—The delivery of any part of a network identified in the plans for trunk infrastructure is governed by Part 4—Local government infrastructure plan.</p>	
Location of development		
<p><b>PO3</b></p> <p>Development is located to protect existing and planned infrastructure networks.</p>	<p><b>AO3</b></p> <p>Development is located outside:</p> <p>(a) planned widening of a road or a new road identified in Table 7.3.1.1—Road encroachment maps of planning scheme policy 5—Infrastructure;</p> <p>(b) planned public transport network identified on Figure 3.4.1.3.1—Public transport network in planning scheme policy 5—Infrastructure;</p> <p>(c) a planned cycle network identified on Figure 3.4.1.2.1—Cycle network in planning scheme policy 5—Infrastructure;</p> <p>(d) a planned network identified in Local government infrastructure plan map—LGIP-07.00 Plan for trunk parks infrastructure in Schedule 3—Local government infrastructure plan mapping and tables.</p>	<p><b>AO3 – Complies</b></p> <p>Premises not located within a planned road or infrastructure network</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Fire fighting</b>		
<p><b>PO4</b> Development in a water service area accessed by common private title provides:</p> <p>(a) fire hydrant infrastructure; (b) unimpeded access for emergency services vehicles.</p> <p>Editor's note—The term common private title refers to areas such as access roads in community title developments or strata title unit access, which are private and under group or body corporate control.</p>	<p><b>AO4</b> Development in a water service area accessed by common private title complies with the Acceptable outcomes of the SPP code: Fire services in developments accessed by common private title in Appendix 1 of the state planning policy.</p>	<p><b>AO4 – Not Applicable</b> Premises not within a community title.</p>
<p><b>PO5</b> Development not in a water service area provides sufficient water storage with adequate pressure, volume and flow to service development for fire fighting purposes.</p>	<p><b>AO5</b> Development:</p> <p>(a) is connected to a reticulated water supply scheme that has sufficient flow and pressure characteristics for fire fighting purposes at all times with a minimum pressure and flow of 10 litres per second at 200kPa; or</p> <p>(b) has an on-site water storage in accordance with Table 9.4.3.3.2—Water storage for fire fighting, dedicated or retained for fire fighting purposes that is made of fire resistant materials and is:</p> <p>(i) a separate tank; or</p> <p>(ii) a reserve section in the bottom part of the main water supply tankwater tank .</p> <p>Editor's note—The requirement in AO5 is;</p> <ul style="list-style-type: none"> <li>– in addition to the requirement for potable water supply/storage in AO2 in Table 9.4.3.3.1—Infrastructure code: accepted development (subject to requirements) and assessable development;</li> <li>– reflected in AO5 in Table 8.2.3.3.1—Bushfire hazard overlay code: accepted development (subject to requirements) and assessable development.</li> </ul>	<p><b>AO5 – Complies</b> Premises is connected to town water supply network.</p>

Performance outcomes	Acceptable outcomes	Comments
<b>Disposal of trade waste</b>		
<p><b>PO6</b></p> <p>The disposal of trade waste in a sewerage supply service area does not adversely affect the sewerage network.</p>	<p><b>A06</b></p> <p>The disposal of trade waste in a sewerage supply service area complies with the sewer admission standards in section 3.2.6–Sewer admission standards in planning scheme policy 3–Environmental management.</p>	<p><b>A06 – Not Applicable</b></p> <p>Premises does not generate trade waste reliant on sewerage network.</p>
<b>Roof water drainage and surface water drainage</b>		
<p><b>PO7</b></p> <p>Development provides stormwater infrastructure for the drainage of the premises so as not to cause any of the following:</p> <p>(a) ponding of stormwater on the premises;</p> <p>(b) a hazard to personal health and safety;</p> <p>(c) damage to premises;</p> <p>(d) an increased risk of flooding to premises within the catchment.</p>	<p><b>A07</b></p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.</p>	<p><b>A07 – Complies</b></p> <p>A site based stormwater management plan has been prepared in accordance with Council's policy and standards, please refer to <b>Appendix E</b>.</p>
<b>Natural flow of surface water</b>		
<p><b>PO8</b></p> <p>Development provides that the natural flow of surface water is:</p> <p>(a) not altered so as to cause a risk to personal health and safety or damage to property;</p> <p>(b) not increased in intensity, velocity or frequency;</p> <p>(c) not concentrated onto adjoining premises.</p>	<p><b>A08</b></p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.</p>	<p><b>A08 – Complies</b></p> <p>A site based stormwater management plan has been prepared in accordance with Council's policy and standards, please refer to <b>Appendix E</b>.</p>
<b>Water sensitive urban design</b>		
<p><b>PO9</b></p> <p>Development which provides stormwater infrastructure incorporates water sensitive urban design principles having regard to:</p> <p>(a) protecting existing natural features and</p>	<p><b>A09</b></p> <p>Development complies with the standards for stormwater infrastructure specified in part 3.6 of planning scheme policy 5–Infrastructure.</p>	<p><b>A09 – Complies</b></p> <p>A site based stormwater management plan has been prepared in accordance with Council's policy</p>

Performance outcomes	Acceptable outcomes	Comments
ecological processes; (b) protecting the natural hydrologic behaviour of catchments; (c) protecting the existing natural flow and water quality regimes of waterways; (d) protecting water quality of surface and ground waters; (e) minimising demand on the water network; (f) minimising sewage discharges to the natural environment; (g) integrating water into the landscape to enhance visual and ecological values.		and standards, please refer to <b>Appendix E</b> .
<b>Movement network</b>		
<b>PO10</b> The projected traffic levels for a use do not adversely affect the planned standards of service for a road or intersection.	<b>AO10</b> Development does not cause or contribute to projected traffic levels: (a) exceeding the maximum vehicle trips per day in Table 3.4.1.4.2 in planning scheme policy 5—Infrastructure; or (b) exceeding the maximum control delays through intersections in peak periods in Table 3.4.1.4.3 in planning scheme policy 5—Infrastructure.	<b>AO10 – Not Applicable</b> Proposed development does not generate or exceed maximum vehicle trips per day as per the table.
<b>Integrated movement concept report</b>		
<b>PO11</b> Development which generates more than 3,000 vehicle trips per average weekday is designed to integrate the movement network to minimise the transportation costs required to service the use.	<b>AO11</b> Development which generates more than 3,000 vehicle trips per average weekday provides an integrated movement concept report which integrates the planning of the movement network in accordance with part 2 and 3 of planning scheme policy 5—Infrastructure.	<b>AO11 – Not Applicable</b> Proposed development does not generate more than 3,000 vehicle trips per average weekday.

Performance outcomes	Acceptable outcomes	Comments
<b>For assessable development only</b>		
<b>Land use and transport integration</b>		
<p><b>PO12</b> Development within 400 metres of existing or future public passenger transport facilities where the total site area is 5000m<sup>2</sup> or more:</p> <ul style="list-style-type: none"> <li>(a) supports a road hierarchy which facilitates efficient, safe and accessible bus services connecting to existing and future public passenger transport facilities;</li> <li>(b) enhances connectivity between existing and future public passenger transport facilities and other transport modes;</li> <li>(c) optimises the walkable catchment to existing and future public passenger transport facilities;</li> <li>(d) provides for direct and safe access to and use of existing or future public passenger transport facilities.</li> </ul> <p>Note—SPP code: Land use and transport integration in Appendix 4 of the state planning policy provides guidance to achieve this outcome.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>	<p><b>AO12 – Not Applicable</b> Development is not located within 400 metres of existing or future public passenger transport facilities.</p>

**Table 9.4.3.3.2—Water storage for fire fighting**

Column 1 Lot size / use type	Column 2 Water requirement
For each residential lot:	
(a) less than 1000m <sup>2</sup>	5,000 litres
(b) between 1000m <sup>2</sup> and less than 1 hectare	10,000 litres
(c) greater than 1 hectare	20,000 litres
Multiple dwelling	5,000 litres per dwelling up to a maximum of 20,000 litres

<b>Column 1</b> <b>Lot size / use type</b>	<b>Column 2</b> <b>Water requirement</b>
A use other than Multiple dwelling	5,000 litres or the prevailing rural fire brigade standard

## Part 9 Development codes

### 9.4 Preliminary

#### 9.4.7 Servicing, access and parking code

##### 9.4.7.1 Application

- (1) This code applies to:
  - (a) material change of use:
    - (i) that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in a table of assessment in section 5.5–Categories of development and assessment–Material change of use in Part 5–Tables of assessment;
    - (ii) that is made impact assessment in a table of assessment in section 5.5–Categories of development and assessment–Material change of use or Section 5.9–Categories of development and assessment–Local plans in Part 5–Tables of assessment;
  - (b) reconfiguring a lot:
    - (i) that is code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;
    - (ii) made impact assessable in Table 5.6.1–Reconfiguring a lot in Part 5–Tables of assessment;
  - (c) operational work being a driveway crossover or infrastructure work that is constructing a car park area that is accepted development (subject to requirements) or code assessable and for which the Servicing, access and parking code is identified in the 'assessment benchmarks for assessable development and requirements for accepted development' column Table 5.8.1–Operational 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 'assessment benchmarks for assessable development and requirements for accepted development' located in Part 5–Tables of assessment.

##### 9.4.7.2 Purpose

- (1) The purpose of the code is to ensure that development satisfies the demand for parking and provides safe, functional and legible parking, access and servicing.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) parking, access and servicing areas:
    - (i) satisfy the expected demand for the number and type of vehicles, motorcycles and bicycles;
    - (ii) are safe and functional and have easy way finding;
    - (iii) protect the movement network.

### 9.4.7.3 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 9.4.7.3.1—Service, access and parking code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
<b>For accepted development (subject to requirements) and assessable development</b>		
<b>Provision of parking spaces for vehicles</b>		
<p><b>PO1</b> Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to:</p> <p>(a) the particular circumstances of the premises including the:</p> <ul style="list-style-type: none"> <li>(i) nature, intensity and hours of operation of the use;</li> <li>(ii) desirability of providing a car park and attracting vehicles to the premises;</li> <li>(iii) maximum number of employees and customers to be on the premises at any one time;</li> <li>(iv) size, levels and dimensions of the premises;</li> </ul> <p>(b) the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.</p>	<p><b>AO1</b> Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided:</p> <p>(a) for a use listed in Table 9.4.7.3.2—Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2—Vehicle parking and servicing;</p> <p>(b) for a use not listed in Table 9.4.7.3.2—Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of planning scheme policy 5—Infrastructure.</p> <p>Editor's note—For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5—Carparking spaces for people with a disability in the Building Code of Australia.</p>	<p><b>AO1 - Complies</b> Total GFA for the proposal is 890m<sup>2</sup>, whereby 6 car parking spaces are required.</p> <p>A total of 12 spaces have been provided, therefore complying with this requirement (including disabled car spaces)..</p>
<p><b>PO2</b> Development with a security gate provides accessible visitor vehicle parking in front of the security gate.</p>	<p><b>AO2</b> Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4—Visitor parking spaces for uses incorporating a security gate.</p>	<p><b>AO2 - Complies</b> Car parking spaces are freely available and accessible on-site during business hours.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Comments</b>
<p><b>PO3</b></p> <p>A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.</p>	<p><b>AO3</b></p> <p>A use, other than a Residential activity or a Parking station, provides vehicle parking that:</p> <ul style="list-style-type: none"> <li>(a) is kept, used and maintained exclusively for car parking;</li> <li>(b) is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge;</li> <li>(c) does not have a gate, door or similar device that restricts vehicular access by employees or visitors.</li> </ul>	<p><b>AO3 - Complies</b></p> <p>Car parking spaces are freely available and accessible on-site during business hours.</p>
<b>Provision of motorcycle parking</b>		
<p><b>PO4</b></p> <p>Motorcycle parking is provided that is safe and functional.</p>	<p><b>AO4</b></p> <p>Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004–Parking facilities–Off street car parking.</p>	<p><b>AO4 - Complies</b></p> <p>Provision is available for motorcycle parking if required.</p>
<b>Provision of bicycle parking</b>		
<p><b>PO5</b></p> <p>Bicycle parking facilities are provided that:</p> <ul style="list-style-type: none"> <li>(a) satisfy the likely demand for bicycle parking;</li> <li>(b) are functional;</li> <li>(c) are located close to a pedestrian entry to a building.</li> </ul>	<p><b>AO5</b></p> <p>Bicycle parking facilities comply with:</p> <ul style="list-style-type: none"> <li>(a) the rate specified in column 7 of Table 9.4.7.3.2–Vehicle parking and servicing;</li> <li>(b) AS2890.3–1993–Bicycle parking facilities.</li> </ul>	<p><b>AO5 – Complies</b></p> <p>Provision has been provided for a bicycle rack (2 bicycles).</p>
<b>Provision of vehicle manoeuvring area</b>		
<p><b>PO6</b></p> <p>Development provides a safe and functional vehicle manoeuvring area.</p>	<p><b>AO6</b></p> <p>Development provides a vehicle manoeuvring area that:</p> <ul style="list-style-type: none"> <li>(a) accommodates the design vehicle specified in Table 9.4.7.3.5–Design vehicle for a manoeuvring area;</li> <li>(b) complies with section 3.4.4.10–Manoeuvring areas of planning scheme policy 5–</li> </ul>	<p><b>AO6 – Complies</b></p> <p>The proposed plans indicated a truck turning area that complies with MRV Austroads turning truck template requirements and standards.</p>

Performance outcomes	Acceptable outcomes	Comments
	Infrastructure.	
<b>Vehicle washing bay</b>		
<b>PO7</b> A vehicle washing bay does not cause environmental harm.	<b>AO7</b> A vehicle washing bay provides that run off is discharged to: (a) a grassed area or permeable landscape area; or (b) the sewerage system.	<b>AO7 – Not Applicable</b> No wash bay is required or provided.
<b>Car park access</b>		
<b>PO8</b> Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	<b>AO8</b> Vehicular queuing space to a car parking area: (a) does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; (b) complies with: (i) column 6 of Table 9.4.7.3.2–Vehicle parking and servicing; (ii) Table 9.4.7.3.3–Queuing spaces.	<b>AO8 – Complies</b> Existing driveway allows for sufficient area for queuing, if required.
<b>Driveway crossover</b>		
<b>PO9</b> A driveway crossover is safe, functional and does not adversely affect infrastructure.	<b>AO9</b> A driveway crossover is designed and constructed to comply with section 3.4.5–Design standards for access and driveways of planning scheme policy 5–Infrastructure.	<b>AO9 – Complies</b> Existing driveway provides for safe and functional access to and from the premises.
<b>Design and construction of a car parking area</b>		
<b>PO10</b> A car parking area is designed to: (a) provide easy way finding for pedestrians, cyclists and motorists; (b) provide appropriately sized and line marked spaces in accordance with relevant	<b>AO10</b> A car parking area is designed and constructed in accordance with section 3.4.6–Design standards for car parking of planning scheme policy 5–Infrastructure.	<b>AO10 – Complies</b> Car parking will be designed and marked in accordance Australian standards and Council Policy, and easily accessible for staff and customers.

Performance outcomes	Acceptable outcomes	Comments
<p>Australian standards;</p> <ul style="list-style-type: none"> <li>(c) provide a convenient and safe pedestrian network;</li> <li>(d) provide safe and efficient vehicle circulation;</li> <li>(e) provide a progressive reduction in the speed environment in moving between the road and a parking space;</li> <li>(f) provide a safe sight distance at a potential conflict point;</li> <li>(g) provide for efficient and simple parking space search patterns;</li> <li>(h) provide for uncongested public transport and service vehicle movements through the premises;</li> <li>(i) keeps a heavy vehicle out of a parking aisle;</li> <li>(j) ensure no heavy vehicle reverses across a pathway;</li> <li>(k) prevent parking off a circulation road;</li> <li>(l) prevent an adverse impact on the safety and efficiency of the existing or planned movement network;</li> <li>(m) prevent a motorist from reversing on a road;</li> <li>(n) prevent an unnecessary space that encourages illegal parking;</li> <li>(o) address safety of users through appropriate lighting;</li> <li>(p) be appropriately landscaped;</li> <li>(q) be surfaced so as to be useable in all weather conditions;</li> <li>(r) manage stormwater flows.</li> </ul>		

**Table 9.4.7.3.2—Vehicle parking and servicing**

<b>Column 1 Use<sup>1</sup></b>	<b>Column 2 Minimum number of parking spaces<sup>2</sup></b>	<b>Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.</b>	<b>Column 4 Loading bay</b>	<b>Column 5 Pick-up / set down areas</b>	<b>Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3—Queuing spaces)</b>	<b>Column 7 Minimum number of bicycle spaces</b>
Adult store	1 space per 17m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√ (if more than 500m <sup>2</sup> GFA)	Not required	No minimum	1 space per 400m <sup>2</sup> GFA / employee; plus 1 visitor space per 500m <sup>2</sup> GFA
Agricultural supplies store	1 space per 100m <sup>2</sup> of site area	Not applicable	√	Not required	No minimum	No minimum
Animal husbandry	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Animal keeping	A minimum of either: (a) 4 spaces, if the premises is used for the boarding of animals; or (b) 2 spaces, if the premises is not used for the boarding of animals.	Not applicable	Not required	Not required	No minimum	No minimum
Aquaculture	1 space per employee; plus 1	Not applicable	√	Not required	No minimum	No minimum

Note—<sup>1</sup> Where the premises are used for more than one use, the rates for each use are applicable.

Note—<sup>2</sup> Where the calculated number of spaces is not a whole number, the number of spaces is rounded to the higher whole number.

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3–Queuing spaces)	Column 7 Minimum number of bicycle spaces
	visitor space.					
Bar	1 space per 10m <sup>2</sup> of GFA bar area (excluding staff only areas); plus 1 space per 3 gaming machines for gaming machines	1 space per 100m <sup>2</sup> of GFA.	√	Not required	No minimum	No minimum
Brothel	5 spaces per 100m <sup>2</sup> of GFA	Not applicable	Not required	Not required	No minimum	No minimum
Bulk landscape supplies	1 space per 400m <sup>2</sup> of site area with a minimum of 6 spaces	Not applicable	√	Not required	No minimum	No minimum
Caretaker's accommodation	1 covered space	Not applicable	Not required	Not required	No minimum	No minimum
Car wash	1 space per employee if not part of a Service station	1 space per employee if not part of a Service station.	Not required	Not required	4 vehicles per car wash bay	No minimum
Childcare centre	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	1 space per equivalent full time employee based on the maximum number of employees on the premises at any one time plus 1 space per 10 approved places for children	√	Not required	No minimum	No minimum
Club	1 space per 30m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	√ (if more than 2000m <sup>2</sup> GFA)	No minimum	No minimum
Community care centre	1 space per equivalent full time employee, based on the	1 space per equivalent full time employee, based on the	√	√	No minimum	No minimum

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3–Queuing spaces)	Column 7 Minimum number of bicycle spaces
	maximum number of employees on the premises at any one time plus 1 space per 10 visitors	maximum number of employees on the premises at any one time plus 1 space per 10 visitors				
Community residence	1 space per employee plus 1 visitor space with a minimum of 2 spaces	Not applicable	Not required	Not required	No minimum	No minimum
Crematorium	1 space per employee	Not applicable	√	√	No minimum	No minimum.
Cropping	No minimum	Not applicable	√	Not required	No minimum	No minimum
Dual occupancy	2 spaces per dwelling, 1 of which is covered	Not applicable	Not required	Not required	No minimum	No minimum
Dwelling unit	1 space	Not applicable	Not required	Not required	No minimum	No minimum
Educational establishment	1 space per employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	1 space per 1 employee; plus 1 space per 5 students for year 12 students and above; plus 1 visitor space per 10 students and 1 bus space per 50 students	√	√	No minimum	Not specified  Note—Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Emergency services	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	√	No minimum	No minimum
Environment facility	No minimum	Not applicable	Not required	Not required	No minimum	No minimum

<b>Column 1 Use<sup>1</sup></b>	<b>Column 2 Minimum number of parking spaces<sup>2</sup></b>	<b>Column 3 Minimum number of parking spaces for a:</b> (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	<b>Column 4 Loading bay</b>	<b>Column 5 Pick-up / set down areas</b>	<b>Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)</b>	<b>Column 7 Minimum number of bicycle spaces</b>
Extractive industry	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Food and drink outlet	1 space per 10m <sup>2</sup> of GFA up to 400m <sup>2</sup> GFA, thereafter 1 space per 20m <sup>2</sup> GFA; plus 2 spaces per 10m <sup>2</sup> of GFA for an outdoor seating area.	1 space per 100m <sup>2</sup> of GFA	√	Not required	10 vehicles per drive through facility	1 space per 30m <sup>2</sup> GFA.
Function facility	1 space per 17m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	√ ( if more than 2000m <sup>2</sup> GFA)	No minimum	No minimum
Funeral parlour	1 space per employee; plus 1 space per 10m <sup>2</sup> of GFA associated with a chapel	Not applicable	√	√	No minimum	No minimum
Garden centre	1 space per 300m <sup>2</sup> of display area with a minimum of 6 spaces; plus 1 space per 20m <sup>2</sup> of indoor retail use area	1 space per 100m <sup>2</sup> of GFA	√	Not required	No minimum	No minimum
Hardware and trade supplies	1 space per 60m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	Not required	8 vehicles in any drive in	No minimum
Health care service	1 space per 10m <sup>2</sup> of GFA; plus 1 ambulance space	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	1 space per 400m <sup>2</sup> GFA for employees; plus 1 visitor space per 200m <sup>2</sup> GFA
High impact industry	1 space per 150m <sup>2</sup> of GFA up to 900m <sup>2</sup> ; plus 1 space per	Not applicable	√	Not required	No minimum	1 space per 800m <sup>2</sup> GFA

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3–Queuing spaces)	Column 7 Minimum number of bicycle spaces
	200m <sup>2</sup> GFA thereafter					for employees.
Home-based business ( not being guest accommodation)	1 space plus 1 space per non- resident staff member in addition to the spaces required for the Dwelling house or Dwelling unit	Not applicable	Not required	Not required	No minimum	No minimum
Home-based business ( being guest accommodation)	1 space per bedroom to be utilised for the guest accommodation in addition to the spaces required for the Dwelling unit	Not applicable	Not required	Not required	No minimum	No minimum
Hospital	1 space per 10m <sup>2</sup> of GFA; plus 1 ambulance space	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	Not specified  Note—Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Hotel	1 space per guest room; plus 1 space per 10m <sup>2</sup> of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m <sup>2</sup> GFA of liquor sales area; plus 1 space per 5m <sup>2</sup> of GFA for gaming machines	1 space per 100m <sup>2</sup> of GFA	√	√	12 vehicles per drive through facility	1 space per 50m <sup>2</sup> of GFA for lounge, bar and beer garden area; plus 1 space per 60m <sup>2</sup> of GFA for

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)	Column 7 Minimum number of bicycle spaces
						gaming machines
Indoor sport and recreation	1 space per 15m <sup>2</sup> of GFA	1 space per 15m <sup>2</sup> of GFA	√	√	–	3 spaces; plus 1 space per 50m <sup>2</sup> GFA for visitors
Intensive animal industry	1 space	Not applicable	Not required	Not required	No minimum	No minimum
Intensive horticulture	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	Not required	Not required	No minimum	No minimum
Landing	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Low impact industry	1 space per 50m <sup>2</sup> of GFA up to 500m <sup>2</sup> ; plus 1 space per 100m <sup>2</sup> GFA thereafter	Not applicable	√	Not required	No minimum	1 space per 800m <sup>2</sup> GFA for employees
Major electricity infrastructure	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Market	1 space per 5m <sup>2</sup> of GFA of the stalls and the displays	Not applicable	√	Not required	No minimum	1 space per 10 stalls
Medium impact industry	1 space per 80m <sup>2</sup> of GFA up to 500m <sup>2</sup> ; plus 1 space per 100m <sup>2</sup> GFA thereafter	Not applicable	√	Not required	No minimum	1 space per 800m <sup>2</sup> GFA for

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3–Queuing spaces)	Column 7 Minimum number of bicycle spaces
						employees
Multiple dwelling	<p>In the Loganlea local plan:</p> <ul style="list-style-type: none"> <li>• 1.15 covered spaces for small (&lt;75m<sup>2</sup>) or 1 bedroom dwellings; plus</li> <li>• 1.3 covered spaces for 2 bedroom dwellings and above;</li> <li>• 0.4 visitor space per dwelling; plus</li> <li>• 0.07 vehicle washing space where the use comprises more than 15 dwellings.</li> </ul> <p>For all other land (unless Column 3 applies):</p> <ul style="list-style-type: none"> <li>• 1.5 covered spaces for small (&lt;75m<sup>2</sup>) or 1 bedroom dwellings; plus</li> <li>• 2 spaces, including 1 covered space, for 2 bedroom dwellings and above; plus</li> <li>• 0.25 visitor space per dwelling; plus</li> <li>• 1 vehicle washing space</li> </ul>	1 covered space per dwelling	√	√	No minimum	1 space per 3 dwelling units plus 1 visitor space per 12 dwelling units

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)	Column 7 Minimum number of bicycle spaces
	where the use comprises more than 15 dwellings					
Nightclub entertainment facility	1 space per 100m <sup>2</sup> of GFA plus 1 space per employee	Not applicable	√	√	No minimum	No minimum
Office	1 space per 20m <sup>2</sup> of GFA of any storey at ground level; plus 1 space per 30m <sup>2</sup> of GFA of any other storey with a minimum of 4 spaces; plus 2 visitors' spaces	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	Not specified.  Note—Part MP4.1 - Sustainable Buildings of the QDC contains requirements for End of Trip Facilities.
Outdoor sales	1 space per 300m <sup>2</sup> of display area; plus 1 space per 1.5 employees	Not applicable	Not required	Not required	No minimum	No minimum
Outdoor sport and recreation (where a bowling green)	4 spaces for the first rink; plus 2 spaces for the subsequent rink	4 spaces for the first rink; plus 2 spaces for the subsequent rink	√	√	No minimum	No minimum
Outdoor sport and recreation (where a court game)	4 spaces per court	4 spaces per court	Not required.	√	No minimum	No minimum

<b>Column 1 Use<sup>1</sup></b>	<b>Column 2 Minimum number of parking spaces<sup>2</sup></b>	<b>Column 3 Minimum number of parking spaces for a:</b> (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	<b>Column 4 Loading bay</b>	<b>Column 5 Pick-up / set down areas</b>	<b>Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)</b>	<b>Column 7 Minimum number of bicycle spaces</b>
Outdoor sport and recreation (where a golf course)	40 spaces per 9 hole course or 80 spaces for 18 hole course	Not applicable	√	√	No minimum	No minimum
Outdoor sport and recreation (where a golf driving range)	1 space per tee off area; plus 1 space per 20m <sup>2</sup> GFA of bar, lounge and other entertainment areas	Not applicable	Not required	√	No minimum	No minimum
Outdoor sport and recreation (where a swimming pool)	15 spaces; plus 1 space per 100m <sup>2</sup> of GFA	15 spaces; plus 1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	2 spaces per 20m <sup>2</sup> of pool area
Outdoor sport and recreation (where outdoor field games)	15 spaces per field	Not applicable	√	√	No minimum	No minimum
Outdoor sport and recreation (where a sport arena)	1 space for every 3 seats plus 1 bus space per 100 seats	1 space for every 3 seats; plus 1 bus space per 100 seats	√	√	No minimum	1 space per 250 seats
Outdoor sport and recreation (other than those above)	1 space per 15m <sup>2</sup> of GFA	1 space per 15m <sup>2</sup> of GFA	√	√	No minimum	No minimum
Park	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Parking station	No minimum	Not applicable	Not required	Not required	No minimum	No minimum

<b>Column 1 Use<sup>1</sup></b>	<b>Column 2 Minimum number of parking spaces<sup>2</sup></b>	<b>Column 3 Minimum number of parking spaces for a:</b> (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	<b>Column 4 Loading bay</b>	<b>Column 5 Pick-up / set down areas</b>	<b>Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)</b>	<b>Column 7 Minimum number of bicycle spaces</b>
Permanent plantation	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Place of worship	1 space per 10m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	No minimum
Port service (where a marina)	1 space per 10 berths	Not applicable	Not required	Not required	No minimum	No minimum
Relocatable home park	1 space per dwelling; plus visitor car parking of 1 space per 5 dwellings; plus 1 vehicle washing space per 50 dwellings	Not applicable	Not required	Not required.	No minimum	No minimum.
Renewable energy facility	No minimum	Not applicable	Not required	Not required.	No minimum	No minimum
Research and technology industry	1 space per 50m <sup>2</sup> of GFA up to 500m <sup>2</sup> ; plus 1 space per 100m <sup>2</sup> GFA thereafter	Not applicable	√	Not required.	No minimum	1 space per 800m <sup>2</sup> GFA for employees
Residential care facility	1 space per 5 nursing home beds; plus 1 space per hostel- type unit; plus 1 space per full time employee; plus 1 ambulance parking space	1 space per 5 nursing home bed; plus 1 space per hostel- type unit; plus 1 space per full time employee; plus 1 ambulance parking space	√	√	No minimum	No minimum
Resort complex	1 space per guest room; plus 1 space per 10m <sup>2</sup> of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m <sup>2</sup> GFA of liquor sales area; plus	1 space per 100m <sup>2</sup> of GFA	√	√	12 vehicles per drive through facility	1 space per 50m <sup>2</sup> of GFA for lounge, bar and beer garden area; plus 1 space

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)	Column 7 Minimum number of bicycle spaces
	1 space per 5m <sup>2</sup> of GFA for gaming machines					per 60m <sup>2</sup> of GFA for gaming machines
Retirement facility	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per fulltime employee 1 ambulance parking space	1 space per self-contained unit; plus 1 visitor space per 10 units; plus 1 space per fulltime employee; plus 1 ambulance parking space	√	√	No minimum	No minimum
Roadside stall	No minimum	Not applicable	Not required	Not required	No minimum	No minimum
Rooming accommodation	0.25 spaces per rented room	0.25 spaces per rented room	Not required	Not required	No minimum	1 space per 4 rented room
Rural industry	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time	Not applicable	√	Not required	No minimum	No minimum
Rural workers' accommodation	1 space per bedroom	Not applicable	Not required	Not required	No minimum	No minimum
Sales office	1 space per employee where for an estate Sales office or display dwelling. 1 space per employee with a minimum of 4 spaces where for a cluster of display dwellings	1 space per employee with a minimum of 4 spaces	Not required	Not required	No minimum	1 space per 200m <sup>2</sup> GFA for employees

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3–Queuing spaces)	Column 7 Minimum number of bicycle spaces
Service industry (where a car rental establishment)	1 space per 25m <sup>2</sup> of GFA; plus 1 space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem	1 space per 100m <sup>2</sup> of GFA; plus 1 space per 1.5 vehicles in a hire vehicle fleet that may be provided in tandem	Not required	Not required	No minimum	1 space per 200m <sup>2</sup> GFA for employees
Service industry (where not a car rental establishment)	1 space per 25m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	Not required	Not required	No minimum	1 space per 200m <sup>2</sup> GFA for employees
Service station	2 spaces; plus 1 space per 25m <sup>2</sup> of GFA for a shop of less than 150m <sup>2</sup> ; plus 1 spaces per 20m <sup>2</sup> of GFA of shop area exceeding 150m <sup>2</sup> ; plus 1 space per 10m <sup>2</sup> of GFA for food and drink outlet; plus 5 spaces per vehicle service bay. Editor's note -tandem car parking is acceptable for service or staff vehicles	2 spaces; plus 1 spaces per 25m <sup>2</sup> of GFA for a shop of less than 150m <sup>2</sup> ; plus 1 spaces per 20m <sup>2</sup> of GFA of shop area exceeding 150m <sup>2</sup> ; plus 1 space per 10m <sup>2</sup> of GFA for food and drink outlet; plus 5 spaces per service bay. Editor's note - tandem car parking may be acceptable for service or staff vehicles	√	Not required	3 vehicles from a fuel outlet. Where a carwash is associated with the service station, at least 4 vehicles are provided before the carwash entrance	1 space per 200m <sup>2</sup> GFA for employees
Shop	1 space per 17m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	Not required	No minimum	1 space per 300m GFA
Shopping centre	1 space per 17m <sup>2</sup> of GFA for a floor area of 1-10,000m <sup>2</sup> GFA 1 space per 20m <sup>2</sup> of GFA for a floor area >10,000-	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	Not specified.  Note—Part MP4.1 - Sustainable Buildings of the QDC contains requirements for

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)	Column 7 Minimum number of bicycle spaces
	30,000m <sup>2</sup> GFA. 1 space per 23m <sup>2</sup> of GFA for a floor area of >30,000m <sup>2</sup> GFA					End of Trip Facilities.
Short-term accommodation	1 space per residential unit; plus 1 visitor space per 2 residential units; plus 1 space for a manager resident on the premises; plus 1 space for 20m <sup>2</sup> of GFA of a restaurant, common room, catering and conference facility. 1 vehicle washing space.	1 space per unit	√	√	2 vehicles at the entry of the site	1 space per 5 residential units plus 1 visitor space per 4 residential units
Showroom	1 space per 35m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	Not required	No minimum	1 space per 750m <sup>2</sup> GFA for employees; plus 1 visitor space per 1000m <sup>2</sup> GFA
Special industry	1 space per 150m <sup>2</sup> of GFA up to 900m <sup>2</sup> ; plus 1 space per 200m <sup>2</sup> GFA thereafter	Not applicable	√	Not required	No minimum	1 space per 800m <sup>2</sup> GFA for employees
Substation	1 space	Not applicable	Not required	Not required	No minimum	No minimum
Telecommunicati	1 space per employee with a	Not applicable	Not required	Not required	No minimum	No minimum

<b>Column 1 Use<sup>1</sup></b>	<b>Column 2 Minimum number of parking spaces<sup>2</sup></b>	<b>Column 3 Minimum number of parking spaces for a:</b> (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	<b>Column 4 Loading bay</b>	<b>Column 5 Pick-up / set down areas</b>	<b>Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)</b>	<b>Column 7 Minimum number of bicycle spaces</b>
ons facility	minimum of 2 spaces					
Theatre	1 space per 8 seats	1 space per 100m <sup>2</sup> of GFA	Not required	Not required	No minimum	No minimum
Transport depot	1 car space for every truck space; plus 1 space per 2 non-driver employees	Not applicable	√	Not required	No minimum	No minimum
Tourist park	1 space per site; plus 1 visitor space per 10 sites; plus 1 vehicle washing space per 20 sites; plus 1 space for a manager resident on the premises	Not applicable	Not required	Not required	2 vehicles at the entry of the site	No minimum
Utility installation	1 space per employee with a minimum of 2 spaces	Not applicable	√	Not required	No minimum	No minimum
Veterinary service	1 space per 30m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup> of GFA	√	√	No minimum	No minimum
Warehouse ( not being a mini-storage establishment)	1 space per 100m <sup>2</sup> of GFA	Not applicable	√	Not required	No minimum	No minimum
Warehouse (being a mini-storage establishment)	1 space per 100 storage units; plus 1 space per employee Minimum traffic circulation accessway width of 6.5m	Not applicable.	√	Not required	No minimum	No minimum
Wholesale nursery	1 space per employee; plus 1 visitor space.	Not applicable	√	Not required	No minimum	No minimum

Column 1 Use <sup>1</sup>	Column 2 Minimum number of parking spaces <sup>2</sup>	Column 3 Minimum number of parking spaces for a: (a) Centre zone where a principal centre or major centre; (b) Medium density residential zone where not at Browns Plains or Park Ridge.	Column 4 Loading bay	Column 5 Pick-up / set down areas	Column 6 Minimum provision for queuing (in addition to Table 9.4.7.3.3– Queuing spaces)	Column 7 Minimum number of bicycle spaces
Winery	1 space per 10m <sup>2</sup> of GFA up to 400m <sup>2</sup> GFA for retail and dining areas only, thereafter 1 space per 20m <sup>2</sup> GFA for retail and dining areas only; plus 2 spaces per 10m <sup>2</sup> of GFA for an outdoor seating area.	1 space per 100m <sup>2</sup> of GFA	√	Not required	No minimum	1 space per 30m <sup>2</sup> GFA for retail and dining areas only

**Table 9.4.7.3.3—Queuing spaces**

<b>Column 1</b> <b>Static capacity of car park</b>	<b>Column 2</b> <b>Minimum number of vehicles in queue <sup>1</sup></b>
1-30	2
31-60	2
61-100	3
>100	The number calculated complies with Table 3.3 of AS 2890.1:2004 Parking facilities - Off-street car parking

Note—For the purposes of calculating queue length, each car length is 6 metres and the queue distance is measured from the boundary of the premises at a crossover to the first available car parking space on the premises.

**Table 9.4.7.3.4—Visitor parking spaces for uses incorporating a security gate**

<b>Column 1</b> <b>Total number of visitor car parking spaces provided on the premises</b>	<b>Column 2</b> <b>Minimum number of visitor car parking spaces required in front of a security gate</b>
<6	0
6-10	2
11-20	4
21-30	6
31-40	8
41-50	10
>50	Visitor car parking spaces to accommodate the amount of vehicular traffic likely to be generated by the use

**Table 9.4.7.3.5—Design vehicle for a manoeuvring area**

<b>Column 1</b> <b>Use or user class</b>	<b>Column 2</b> <b>Design vehicle<sup>1</sup></b>
Adult store	SRV, if less than 500m <sup>2</sup> GFA MRV if 500m <sup>2</sup> or greater GFA
Agricultural supplies store	AV
Animal keeping	MRV
Aquaculture	HRV
Bulk landscape supplies	HRV
Childcare centre	SRV
Club	HRV
Community care centre	MRV
Crematorium	SRV
Cropping	AV
Educational establishment	HRV/bus
Environment facility	HRV
Food and drink outlet	MRV, if less than 200m <sup>2</sup> GFA HRV, if 200m <sup>2</sup> or greater GFA

<b>Column 1</b>	<b>Column 2</b>
<b>Use or user class</b>	<b>Design vehicle<sup>1</sup></b>
Function facility	HRV
Funeral parlour	SRV
Garden centre	HRV
Hardware and trade supplies	HRV
Health care service	SRV
High impact industry	AV
Hotel	HRV
Indoor sport and recreation	HRV
Intensive animal husbandry	AV
Intensive horticulture	AV
Low impact industry	HRV
Market	HRV
Medium impact industry	HRV
Multiple dwelling	SRV if comprising 6 to 10 dwellings; HRV if comprising more than 10 dwellings
Night club entertainment facility	HRV
Office	MRV, if less than 1000m <sup>2</sup> GFA HRV, if 1000m <sup>2</sup> or greater GFA
Outdoor sales	AV
Outdoor sport and recreation	HRV/bus
Parking station	B99
Place of worship	SRV
Research and technology industry	HRV
Residential care facility	HRV
Relocatable home park	HRV = bus
Retirement facility	HRV = bus
Rooming accommodation	HRV
Rural industry	AV
Service industry	AV
Service station	AV
Shop	MRV, if less than 500m <sup>2</sup> GFA HRV, if 500m <sup>2</sup> or greater GFA
Shopping centre	AV
Short term accommodation	HRV
Showroom	HRV
Theatre	HRV
Transport depot	AV
Utility installation	HRV
Wholesale nursery	AV
Warehouse (where a mini	HRV

<b>Column 1</b>	<b>Column 2</b>
<b>Use or user class</b>	<b>Design vehicle<sup>1</sup></b>
storage establishment)	
Warehouse	AV/HRV
Veterinary service	SRV
Use not specific in column 1	Design vehicle specified by the local government

Editor's note—B99 = a car

Editor's note—SRV = a small rigid vehicle or ambulance

Editor's note—MRV = a medium rigid vehicle

Editor's note—HRV = a heavy rigid vehicle

Editor's note—AV = an articulated vehicle

# State code 1: Development in a state-controlled road environment

Table 1.2.1: Development in a state-controlled road environment

Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	AO1.1 – Complies No buildings, structures or services are located in the state-controlled road.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	AO1.2 – Complies No buildings, structures or services are located in the state-controlled road.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	AO2.1 – Complies The façade of the office building is of a non-reflective material.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	AO2.2 – Complies The façade of the office building does not reflect light sources.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	AO2.3 – Complies No external lighting is directed to the road.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	AO2.4 – Complies The existing advertising sign is considered to comply with DTMR guidelines.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	AO3.1 – Not Applicable No road, pedestrian or bikeway bridge proposed.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a	No acceptable outcome is prescribed.	PO4 – Complies No major filling or excavation proposed.

<p>state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>		<p>Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO5 – Complies No major filling or excavation proposed. Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2<sup>nd</sup> edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO6 – Complies No major filling or excavation proposed. Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road.</p>
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or</p>	<p>No acceptable outcome is prescribed.</p>	<p>PO7 – Complies No major filling or excavation proposed. Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road.</p>

road works.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016, is provided.		
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.  Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	PO8 – Complies No major filling or excavation proposed. Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road. No haulage of spoil material exceeding 10,000 tonnes will occur.
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	PO9 – Complies No major filling or excavation proposed. Only minor works for stormwater management that is centrally located proposed, and will not impact on state-controlled road.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	AO10.1 Fill material is free of contaminants including acid sulfate content.  Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	AO10 – Not Applicable No fill material is proposed.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	AO10.2 – Not Applicable No compaction or fill is proposed.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	AO11.1 – Not Applicable No compaction or fill is proposed.
	AO11.2 Dust suppression measures are used during	AO11.2 – Not Applicable

	filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Proposal is not considered to generate dust.
<b>Stormwater and drainage</b>		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	PO12 – Complies Proposal is not considered to result in actionable nuisance, or worsening of stormwater, flooding or drainage impacts in a state-controlled road.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	AO13.1 – Complies Development does not create any new points of discharge to a state-controlled road.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	AO13.2 – Complies Stormwater run-off will be to Logan City Council requirements.
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	AO13.3 – Complies Proposed development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	AO14 – Complies No run-off from any proposed site works will impact on the state-controlled road.
<b>Vehicular access to a state-controlled road</b>		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road.  Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	AO15.1 – Not Applicable Subject site is not identified on the DA mapping as limited access road.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.	AO15.2 – Not Applicable Subject site is not identified on the DA mapping as limited access road.

	<p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND</p>	
	<p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	<p>AO15.3 – Not Applicable Subject site is not identified on the DA mapping as limited access road.</p>
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	<p>AO16.1 – Not Applicable Vehicle access is not provided from a local road.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road. AND</p>	<p>AO16.2 – Complies The location and design of vehicular access to a state-controlled road is existing and does not create a safety hazard for users of the state-controlled road or result in a worsening of operating conditions on the state-controlled road.</p>
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport</i></p>	<p>AO16.3 –Not Applicable No change proposed to existing vehicle access.</p>

	<i>Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND	
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> .  Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	AO16.4 – Complies Existing vehicle access suitable for the limited amount of traffic movements to and from the premises.
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	AO16.5 – Complies Vehicles can enter the site in a forward gear.
PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	AO17.1 – Complies No public passenger transport is within 5 metres of the premises.
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. AND	AO17.2 – Complies Existing vehicle access does not necessitate any relocation of existing public transport infrastructure.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	AO17.3 – Complies On-site vehicle circulation will not obstruct any public passenger transport infrastructure, pedestrian or cycle ways.
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the	AO17.4 – Complies Proposed site works will not interrupt any public transport networks.

	development.	
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	AO18.1 – Complies Vehicle access is located a sufficient distance from any intersection.
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	AO18.2 – Complies Vehicle access is existing, no changes proposed.
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	AO18.3 – Complies Existing driveway access is sufficient in width and length to avoid any queuing.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the <b>DA mapping system</b> . OR	AO19.1 – Complies The subject site is not located on land required for planned upgrading, as per the DA mapping.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	AO19.2 – Complies Proposed development is not located on land required for planned upgrading, as per the DA mapping.
	OR all of the following acceptable outcomes apply:  AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.	AO19.3 – Complies No structures are located on land required for planned upgrading, as per the DA mapping.

	AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	AO19.4 – Complies Existing vehicular access does not impact on the function of the state-controlled road.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	AO19.5 – Complies No filling or excavation is proposed that will impact on the function of the state-controlled road.
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	AO19.6 – Not Applicable Land is not required for future upgrades.
<b>Network impacts</b>		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road <b>network</b> .  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	PO20 – Complies It is considered that proposed development does not result in any worsening or the operating conditions of the state-controlled road. The minimal amount of traffic movements from the proposed activity does not warrant a traffic impact assessment report in this instance.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	AO21.1 – Complies The existing layout of the premises will not alter in such a manner to impose any additional direct impacts on the road network.
PO22 Upgrade works on, or associated with, a <b>state-controlled road</b> are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <b>Road planning and design manual</b> , 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	AO22.1 – Not applicable No roadworks or alterations to the existing vehicle access is proposed to the state-controlled road.

Table 1.2.2: Environmental emissions

Noise		
Accommodation activities		
<p>PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: to meet the following external noise criteria at all facades of the building envelope:</p> <p style="padding-left: 40px;">≤60 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am ≤40 dB(A))</p> <p style="padding-left: 40px;">≤63 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am &gt;40 dB(A))</p> <p>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	<p>PO23.1 – Not Applicable No accommodation activity is proposed.</p>

	OR all of the following acceptable outcomes apply:  AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	AO23.2 – Not Applicable No habitable rooms proposed.
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND	AO23.3 – Not Applicable No habitable rooms proposed.
	AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours).  Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.  Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.  Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.	AO23.4 – Not Applicable No habitable rooms proposed.
PO24 Development involving an accommodation	AO24.1 A noise barrier or earth mound is provided	AO24.1 – Not Applicable

<p>activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>which is designed, sited and constructed: to meet the following external noise criteria in outdoor spaces for passive recreation:</p> <p>≤57 dB(A) L<sub>10</sub> (18 hour) free field (measured L<sub>90</sub> (18 hour) free field between 6am and 12 midnight ≤45 dB(A))</p> <p>≤60 dB(A) L<sub>10</sub> (18 hour) free field (measured L<sub>90</sub> (18 hour) free field between 6am and 12 midnight &gt;45 dB(A))</p> <p>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>OR</p>	<p>No accommodation activity proposed.</p>
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	<p>AO24.2 – Not Applicable No accommodation activity proposed.</p>
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	<p>AO24.2 – Not Applicable No accommodation activity proposed.</p>
<p>Child care centres</p>		
<p>PO25 Development involving a:</p>	<p>AO25.1 A noise barrier or earth mound is provided</p>	<p>AO25.1 – Not Applicable</p>

<p>child care centre; or educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>which is designed, sited and constructed: to meet the following external noise criteria at all facades of the building envelope:</p> <p style="padding-left: 40px;">≤58 dB(A) L<sub>10</sub> (1 hour) façade corrected (maximum hour during normal opening hours)</p> <p>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	<p>No child care centre or educational establishment proposed.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	<p>AO25.2 – Not Applicable No indoor education areas or indoor play areas proposed.</p>
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND</p>	<p>AO25.3 – Not Applicable No indoor education areas or indoor play areas proposed.</p>
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p>	<p>AO25.4 – Not Applicable No indoor education areas or indoor play areas proposed.</p>

	<p>≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).</p> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.</p>	
<p>PO26 Development involving a: child care centre; or educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed: to meet the following external noise criteria in each outdoor education area or outdoor play area:</p> <p style="padding-left: 40px;">≤63 dB(A) L<sub>10</sub> (12 hour) free field (between 6am and 6pm)</p> <p>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR</p>	<p>AO26.1 – Not Applicable Development does not involve a child care centre or education establishment.</p>
	<p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by</p>	<p>AO26.2 – Not Applicable Development does not involve a child care centre or education establishment.</p>

	a building, solid gap-free fence, or other solid gap-free structure.	
<b>Hospitals</b>		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:  <math>\leq 35 \text{ dB(A) Leq}</math> (1 hour) (maximum hour during opening hours).</p> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>	AO27 .1 – Not Applicable Development does not involve a hospital.
<b>Vibration</b>		
<b>Hospitals</b>		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of <math>0.1 \text{ m/s}^{1.75}</math>.</p> <p>AND</p> <p>AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of <math>0.4 \text{ m/s}^{1.75}</math>.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>	AO28.1 – Not Applicable Development does not involve a hospital.
		AO28.2 – Not Applicable Development does not involve a hospital.
<b>Air and light</b>		

PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	AO29.1 – Not Applicable Development does not involve an accommodation activity.
PO30 Development involving a: child care centre; or educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	AO30.1 – Not Applicable Development does not involve a child care centre or education establishment.
PO31 Development involving an <b>accommodation activity</b> or <b>hospital</b> minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an <b>accommodation activity</b> or <b>hospital</b> are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor.  OR	AO31.1 – Not Applicable Development does not involve an accommodation activity or hospital.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	AO31.2 – Not Applicable Development does not involve an accommodation activity or hospital.

Table 1.2.3: Development in a future state-controlled road environment

PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road.  OR	AO32.1 – Complies Development is not located in a future state-controlled road.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	AO32.2 – Complies Development is not located in a future state-controlled road.
	OR all of the following acceptable outcomes apply:  AO32.3 Structures and infrastructure located in a	AO32.3 – Complies

	future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Development is not located in a future state-controlled road.
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	AO32.4 – Complies Development is not located in a future state-controlled road.
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	AO32.5 – Not Applicable Development is not located in a future state-controlled road.
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.  Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.	AO33.1 Development does not require new or changed access between the premises and a future state-controlled road. AND	AO33.1 – Not Applicable Development is not located in a future state-controlled road.
	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	AO33.2 – Not Applicable Development is not located in a future state-controlled road.
PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.	No acceptable outcome is prescribed.	PO34 – Not Applicable Development is not located in a future state-controlled road.
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.	AO35.1 Fill material is free of contaminants including acid sulfate content.	AO35.1 – Not Applicable Development is not located in a future state-controlled road.

	Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND	
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	AO35.2 – Not Applicable Development is not located in a future state-controlled road.
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.	No acceptable outcome is prescribed.	PO36 – Not Applicable Development is not located in a future state-controlled road.
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND	AO37.1 – Not Applicable Development is not located in a future state-controlled road.
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	AO37.2 – Not Applicable Development is not located in a future state-controlled road.
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	AO37.3 – Not Applicable Development is not located in a future state-controlled road.