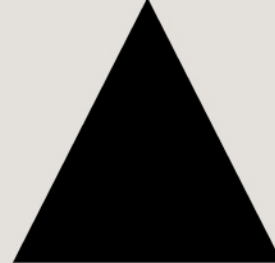


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Town Planning Report

3 / 535 SOUTH STREET & COMMON PROPERTY (LOT 0) AT SOUTH STREET, GLENVALE
QLD 4350

Town Planning Report

3 / 535 SOUTH STREET & COMMON PROPERTY (LOT 0) AT SOUTH STREET, GLENVALE
QLD 4350

■ Development Permit for Material Change of Use for Indoor Sport and Recreation and Health Care Service.

Assessable Development (Impact Assessment)

Prepared by Property Projects Australia
Prepared for Timon Pty Ltd A.C.N. 600 841 263

20 July 2026

Prepared by Victoria Sturgeon (Town Planner)
Reviewed by Blake Brindley (Senior Town Planner)

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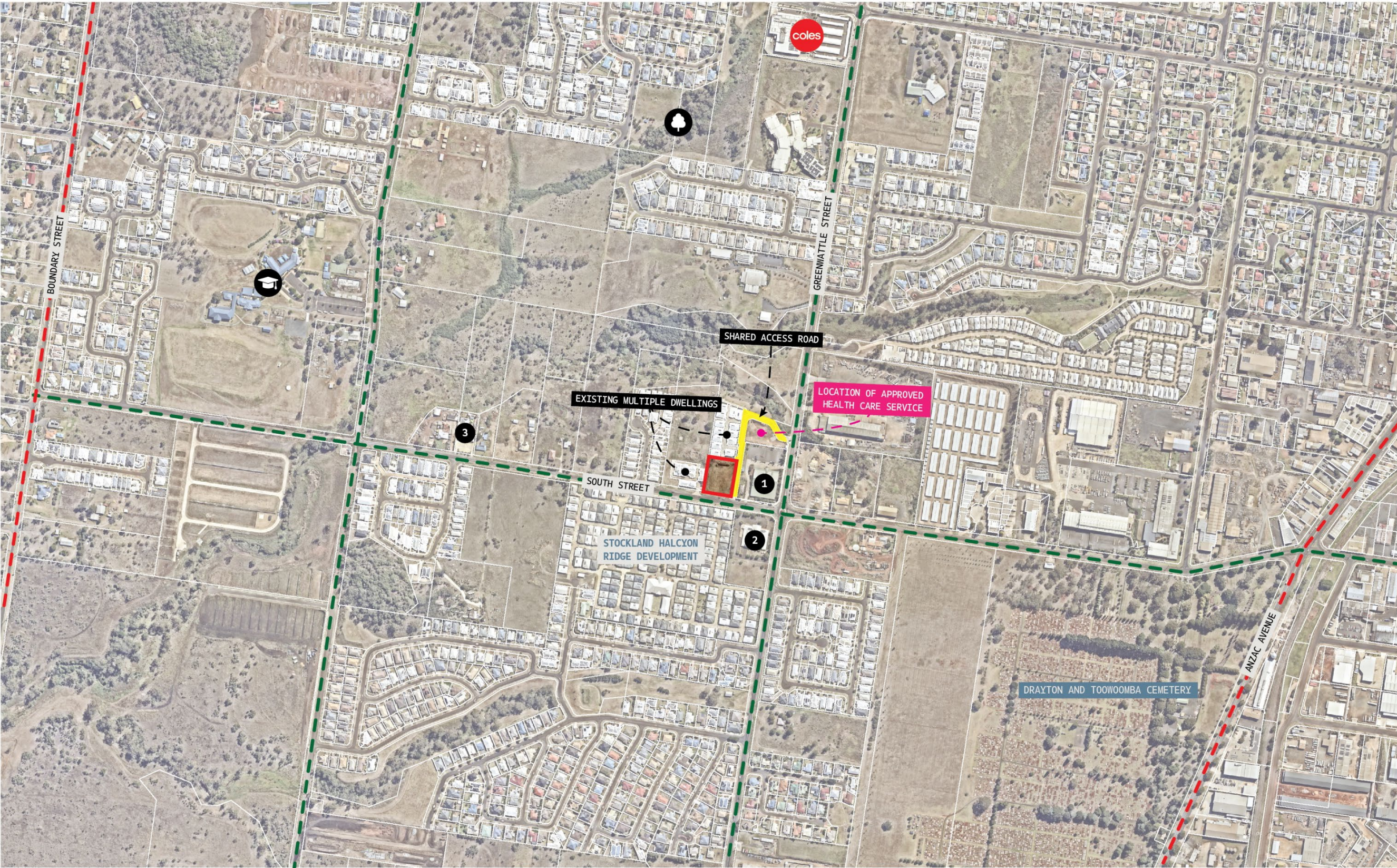
1. EXECUTIVE SUMMARY

Table 1 – Site Details

Applicant:	Timon Pty Ltd A.C.N. 600 841 263 C / - Property Projects Australia
Address of Site:	3 / 535 South Street & Common Property (Lot 0) at South Street, Glenvale QLD 4350 ("the subject site") Refer to Figure 1
Property Description:	Lot 3 on SP346114 and Lot 0 on SP346114
Area of Site:	3,697m ²
Land Owner:	Lot 3 on SP346114 - Timon Pty Ltd A.C.N. 600 841 263 Lot 0 on SP346114 - Body Corporate for Timon Glenvale Community Titles Scheme 56726 Refer to Appendix A
Regional Plan(s):	The subject site is located in the Urban Footprint of the South East Queensland Regional Plan (Shaping SEQ) and within the Priority Living Area (PLA) of the Darling Downs Regional Plan. Refer to Appendix A
Planning Scheme:	Toowoomba Regional Planning Scheme 2012 (Version 28) ("the planning scheme")
Zone and Precinct:	Low Density Residential Zone (General Precinct) Refer to Figure 2
Local Plan:	Glenvale Local Plan Area Refer to Figure 2
Overlays:	The subject site is mapped as being affected by the following overlay: Airport Environs Overlay ○ 8km wildlife hazard buffer zone ○ Lighting area buffer (6km)
Proposal Overview:	A new single storey building with a total gross floor area of approximately 1,121.8m ² is proposed, inclusive of an external covered walkway area. The building will accommodate two (2) tenancies, comprising: ■ an Indoor Sport and Recreation tenancy, intended to operate as a 24 / 7 gym, with a net lettable area of 800m²; and ■ a Health Care Services tenancy, intended to accommodate allied health services, with a net lettable area of 200m². The development will include 51 car parking spaces, a dedicated services bay. Vehicle access will be provided via a driveway

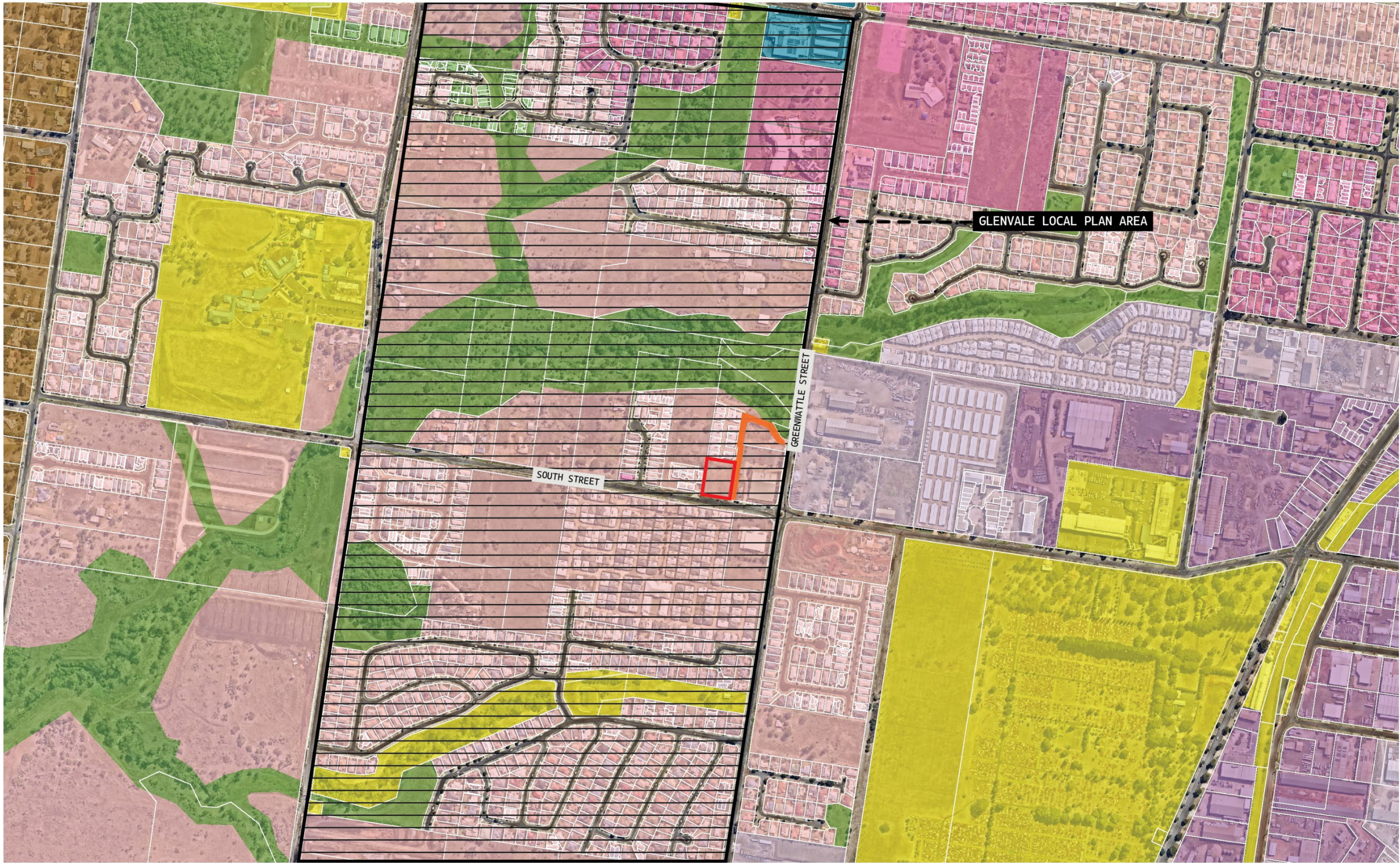
	located within common property, which will be used to access South Street and Greenwattle Street. Refer to Section 2.0 of this Town Planning Report for further detail.
Aspects of Development:	Development Permit for Material Change of Use for Indoor Sport and Recreation and Health Care Service.
Category of Assessment:	☐ Code Assessment ☒ Impact Assessment
Public Notification:	The development application is required to be publicly notified for a minimum of fifteen (15) business days.
Assessment Manager:	Toowoomba Regional Council
Referral Agency:	The proposed development does not trigger referral under the Planning Regulation 2017.

Figure 1 – Context Plan – Aerial



LEGEND: 3 / 535 SOUTH STREET, GLENVALE QLD 4350 (LOT 3 ON SP346114) COMMON PROPERTY LOT (LOT 0 ON SP346114)	DISTRIBUTOR ROAD REGIONAL ARTERIAL ROAD	1 SUNSET SUPERBOWL	3 OAK ON SOUTH EARLY LEARNING
		2 CHRISTLIFE PRESBYTERIAN CHURCH	4 DARLING DOWNS ADVENTIST COLLEGE
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			 PROPERTY PROJECTS AUSTRALIA

Figure 2 – Context Plan – Planning Scheme



LEGEND: 3 / 535 SOUTH STREET, GLENVALE QLD 4350 (LOT 3 ON SP346114) COMMON PROPERTY LOT (LOT 0 ON SP346114)	LOW DENSITY RESIDENTIAL ZONE LOW MEDIUM DENSITY RESIDENTIAL ZONE COMMUNITY FACILITIES ZONE	LOW IMPACT INDUSTRY ZONE MEDIUM IMPACT INDUSTRY ZONE DISTRICT CENTRE ZONE	RURAL RESIDENTIAL ZONE	PPA PROPERTY PROJECTS AUSTRALIA
	SCALE: NTS SOURCE: NEARMAP THE CONTENT OF THIS DOCUMENT INCLUDES THIRD PARTY DATA. PROPERTY PROJECTS AUSTRALIA PTY LTD DOES NOT GUARANTEE THE ACCURACY OF SUCH DATA.			

2. DEVELOPMENT PROPOSAL

2.1. The Site

2.1.1. Site Overview

As illustrated in **Figure 1**, the subject site is located at 3 / 535 South Street, Glenvale QLD 4350 and is formally described as Lot 3 on SP346114. The development application premises also includes Lot 0 on SP346114, being the common property associated with the proposed development, to the extent that it accommodates the shared access arrangements serving the subject site.

Lot 3 on SP346114 comprises a generally rectangular allotment with an area of 3,697m² and approximately 65.020m of frontage to South Street, which is identified as a Distributor Road under the Road Hierarchy. Vehicular and pedestrian access to the subject site is provided via the adjoining common property within Lot 0 on SP346114, which contains a shared access driveway and pedestrian footpath connecting to both South Street and Greenwattle Street. South Street and Greenwattle Street are each identified as Distributor Roads under the Road Hierarchy.

As illustrated in **Figure 2**, the subject site is located within the General Precinct of the Low Density Residential Zone under the planning scheme. The site is also located within the mapped extent of the Airport Environs Overlay. Under the State planning framework, the site is located within the Urban Footprint of the South East Queensland Regional Plan (ShapingSEQ) and the Priority Living Area (PLA) of the Darling Downs Regional Plan.

The site is generally level, with a gentle fall towards the west. It is not mapped as being subject to any significant constraints.

The site is located within an urban area and is capable of being connected to all urban services, including reticulated water, sewer, electricity, telecommunications and stormwater infrastructure.

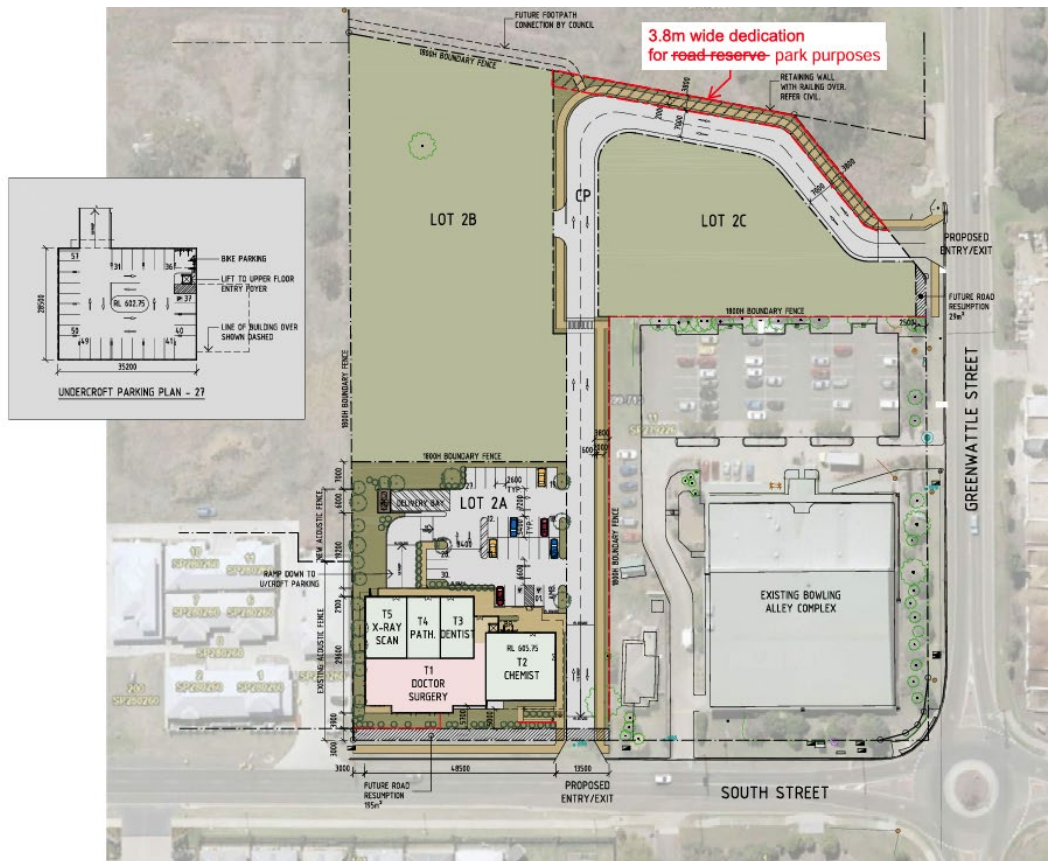
In terms of its broader context, the subject site is located within an emerging mixed use area that accommodates a range of commercial, community, residential and lower impact industrial activities. These are characterised below:

1. East: The existing Sunset Superbowl bowling Alley. Further east, on the opposite side of Greenwattle Street, land is located within the Low Impact Industry Zone and accommodates existing low impact industrial activities
2. South: On the opposite side of South Street, the surrounding area is characterised by established residential development, including the Stockland Halcyon Ridge Over 60's land lease community (Council Development Approval Reference: MCUC/2023/2916) and broader low density residential estates. The Christlife Presbyterian Church is also located to the south east of the site.
3. West: A multiple dwelling, with single-storey detached dwellings, immediately adjoins the site. Further west are low density residential developments within the Low Density Residential Zone and community facilities including Oak on South Early Learning and the Darling Downs Adventist College.

4. North: A multiple dwelling containing 13x single-storey dwellings. North east is vacant land approved to contain a medical centre. Both of these uses were approved under MCUC/2024/3625 and share the same common access driveway (Approved under RAL/2021/4227/A). A variation approval (MCUI/2021/4232/A) effectively rezones this area to be in the low-medium density residential zone and permits limited Health Care Services to establish via a code assessable development application.

2.1.2. Development Approval History

The subject site benefits from existing development approvals issued by Council under MCUI/2021/4232/A and RAL/2021/4227/A.



Extract 1 - Approved Site Plan

Source - Toowoomba Regional Council (MCUI/2021/4232/A & RAL/2021/4227/A)

Relevantly, these approvals include:

- Development Permit for Material Change of Use for Health Care Services and Shop over approved Lot 2A (now subdivided and forming the subject site). The approved Health Care Services use included:
 - eight (8) full-time equivalent general practitioners; and
 - ten (10) full-time equivalent other health practitioners; and
- Development Permit for Reconfiguring a Lot to create four (4) lots and common property under a community title arrangement. This created the internal access road and services connections to which the subject site is connected.

The proposed development will replace MCUI/2021/4232/A, which will be cancelled as part of a separate change application to be submitted to Council in future.

2.2. Proposed Development

This development application seeks approval for the following aspect of development:

- Development Permit for Material Change of Use for Indoor Sport and Recreation and Health Care Service.

Specifically, the proposed development involves the establishment of a new single storey building orientated towards South Street. The development will include a car parking area adjacent to the street frontage, two (2) tenancies, and a covered pedestrian walkway along the southern frontage of the building. The building has an internal gross floor area of 1,020.7m², with an additional 101.1m² of covered walkway area, resulting in a total gross floor area of 1,121.8m².

The proposed tenancies comprise:

- **Tenancy 1** – Indoor Sport and Recreation, comprising an open gym tenancy with a net lettable area of 800m²; and
- **Tenancy 2** – Health Care Service, comprising an allied health tenancy (including no general practitioners) with a net lettable area of 200m².

The proposed building has been designed as a low scale, contemporary commercial / community oriented building, incorporating glazing, awnings, signage zones, vertical screening elements and varied external wall cladding. The building has a maximum height of one (1) storey and 6.114m above natural ground level.

Vehicle access is provided via the existing internal access road located within common property, with the proposed car parking area located to the south of the building. The proposed development provides a total of 51 car parking spaces, including one (1) accessible car parking space, together with a dedicated services / ambulance bay.

The proposed development also includes pedestrian pathways connecting the building entries to the car parking area, the existing pedestrian pathway along South Street and the adjoining internal access network.

Landscaping is incorporated around the site frontage, car parking area and side boundaries, with 950m² of soft landscaping provided across the development area.

Overall, the proposed development will contribute to the continued development of the broader Glenvale site by providing a complementary health, fitness and allied health offering in a built form that is low scale, functional and compatible with the emerging development pattern of the area.

The following information should be read in conjunction with the Proposal Plans provided at **Appendix B**.

2.3. Land Use & Operation

An overview of the proposed development and its intended operation is provided at **Table 2** below.

Table 2 – Land Use & Operation Summary

Aspect	Response
Defined Use(s):	■ Health Care Services means the use of premises for medical purposes, paramedical purposes, alternative health therapies or general healthcare, if overnight accommodation is not provided on the premises. ■ Indoor Sport and Recreation means the use of premises for a leisure, sport or recreation activity conducted wholly or mainly indoors.
Proposed Use:	The proposed development involves the establishment of an Indoor Sport and Recreation use, comprising a 24 / 7 gym tenancy, and a Health Care Service use, comprising an allied health tenancy. Both uses are intended to provide local health, fitness and wellbeing services to the surrounding Glenvale community.
Hours of Operation:	The gym tenancy is proposed to operate on a 24 hour, seven (7) day per week basis. The allied health tenancy will operate during standard business hours, with specific operating hours to be confirmed by the future tenant.
Max. Occupancy:	The proposed Indoor Sport and Recreation use is expected to operate with limited staff on site (typically one (1) person), consistent with the operational model of a 24 / 7 gym. The Health Care Service tenancy is anticipated to accommodate up to six (6) full time equivalent other health and up to two (2) associated staff.
Vehicle Access:	Vehicle access will be provided via a new 6.500m wide driveway connection to the existing internal access road, on common property which connects to South Street.
Pedestrian Access:	Pedestrian access will be provided via the proposed pathway connections from South Street and the internal car parking area to the building entrance.
Car Parking:	The proposed development provides 51 on site car parking spaces, including one (1) accessible space.
Waste Storage / Collection:	Waste will be stored within the dedicated refuse area adjacent to the services / ambulance bay. Waste collection will occur on site by a private contractor.
Servicing / Loading:	The proposed development includes a dedicated services / ambulance bay to accommodate occasional servicing,

Aspect	Response
	loading, waste collection and ambulance access associated with the proposed development. The on-site servicing arrangement has been designed to accommodate vehicles up to the size of a 10.2m front loader.

2.4. Design

Information on the key design aspects is provided at **Table 3** below.

Table 3 – Design Summary

Design:	
Building Height:	The maximum height for the proposed development is one (1) storey and 6.114m above natural ground level.
Setbacks:	The proposed development provides the following building setbacks: ■ Northern / Rear Setback - 3.000m to the building line. ■ Eastern / Side Setback - 2.500m to car parking area and 6.835m to the building line. ■ Southern / Front Setback - 1.539m to car parking area ■ Western / Side Setback - 4.289m to car parking area and 8.754m to the building line.
Materials & Finishes:	The proposed development incorporates a range of building materials and finishes, as detailed on the Proposal Plans at Appendix B .
Landscaping:	The proposed development provides 950.0m ² of landscaping, representing 25.70% of the site area. Landscaping is provided around the site boundaries and within the car parking area.
Earthworks Retaining:	& The proposed development involves minor earthworks to facilitate the building pad, car parking area and internal access arrangements. A 1.000m high landscaped retaining wall is proposed along the side / western boundary, with final levels, retaining and civil works to be confirmed through detailed engineering design.

2.5. Infrastructure, Services and Assets

An overview of the proposed infrastructure services connections and stormwater management strategies are provided at **Table 4** below.

Table 4 – Infrastructure, Services and Assets

Aspect	Response
Water:	The proposed development will be connected to the existing reticulated water supply network (located within the common property and currently servicing the subject site).
Sewer:	The proposed development will connect to the existing wastewater network located within the common property. Any required connection works or upgrades to be confirmed as part of detailed design and addressed through standard conditions of approval.
Stormwater Quantity:	Stormwater runoff will be collected and directed to the existing drainage infrastructure in the north western corner of the site, which ultimately discharges to a local tributary of Spring Creek. The stormwater assessment confirms the downstream infrastructure has capacity to accommodate developed flows up to the 1% AEP event, with no on-site detention required. Refer to the Detailed Site Based Stormwater Management Report prepared by Leroy Palmer Consulting Engineers at Appendix D for further information.
Stormwater Quality:	Stormwater quality controls for the broader development area have previously been addressed through earlier approvals, with no further operational stormwater quality infrastructure required. During construction, erosion and sediment controls will be implemented to minimise sediment-laden runoff and protect downstream water quality. Refer to the Detailed Site Based Stormwater Management Report prepared by Leroy Palmer Consulting Engineers at Appendix D for further information.
Required Road Works:	No road works are proposed as part of the development application.
Electricity, Data and Telecommunications:	The proposed development will be provided with a connection to all essential electricity, data and telecommunication infrastructure. A standard condition of approval can be imposed to ensure compliance.

2.6. Proposed Area Breakdown

A summary of the areas associated with the proposed development is outlined at **Table 5** below.

Table 5 – Schedule of Areas

Aspect	Area (m ²)
Total Gross Floor Area:	1,121.8m ²
Total Impervious Area:	2,726.8m ² (73.74%)

Aspect	Area (m ²)
Total Landscaping Area:	950.0m ² (25.70%)
Site Cover:	1,121.8m ² (30.34%)

2.7. Supporting Information

2.7.1. Proposal Plans

The Proposal Plans have been prepared by Aspect and are provided at **Appendix B**.

2.7.2. Traffic Impact Assessment

A Traffic Impact Assessment has been prepared by Ratio Consultants at **Appendix C**. The key findings of the report are outlined below:

- The proposed development is supported by 51 on site car parking spaces, which exceeds the estimated peak parking demand of 40 spaces. This results in a surplus of at least 11 spaces during the busiest operating period.
- The proposed development is expected to have complementary parking demand profiles, with gym demand generally peaking in the early morning and evening, and health care services demand generally peaking during the middle of the day.
- The proposed access, car parking layout and internal circulation arrangements are suitable for the intended use and generally comply with the relevant planning scheme requirements and Australian Standards.
- Swept path assessment confirms that the largest vehicle expected to access the site, being a 10.2m front loader waste collection vehicle, can enter, circulate within and exit the site appropriately.
- The proposed development provides suitable pedestrian connections between the building entrance, car parking area, access road and South Street frontage, including grade separated pedestrian pathways and line marked pedestrian crossings.
- The proposed development is expected to generate up to 121 vehicle movements during both the weekday AM and PM peak periods. This represents a reduction of approximately 49 vehicle movements per hour when compared with the existing development approval over the site.
- The traffic generated by the proposed development can be accommodated by the surrounding road network and is not expected to result in any adverse impacts on road network operation or safety.
- The assessment recommends that an additional accessible car parking space be provided within the on-site car park to satisfy the relevant accessibility requirements.

On this basis, the Traffic Impact Assessment prepared by Ratio Consultants concludes that the proposed development can be appropriately serviced by the proposed access, parking, loading and pedestrian arrangements, and is not expected to result in any adverse impacts on the operation or safety of the surrounding road network.

2.7.3. Detailed Site Based Stormwater Management Report

A Detailed Site Based Stormwater Management Report has been prepared by Leroy Palmer Consulting Engineers at **Appendix D**. The key findings of the report are outlined below:

- stormwater infrastructure for the broader development has already been designed, approved, constructed and accepted by Council as part of the previous development approvals;
- the proposed development will utilise this existing stormwater infrastructure, with stormwater runoff directed to the existing drainage system in the north western corner of the development area. This infrastructure ultimately discharges to a local tributary of Spring Creek;
- The report confirms that the proposed development will increase impervious area within the development catchment to approximately 2,450m², representing 66% of the catchment area. A DRAINS assessment has been undertaken and confirms that the existing downstream stormwater infrastructure has sufficient capacity to accommodate developed flows up to the 1% AEP event, without requiring on site stormwater detention; and
- The report also confirms that operational stormwater quality requirements for the development area have previously been addressed through the earlier development approvals, with no further on-site stormwater quality infrastructure required. Construction phase water quality will be managed through the implementation of an erosion and sediment control management plan.

On this basis, the Site Based Stormwater Management Report prepared by Leroy Palmer Consulting Engineers concludes that the proposed development can achieve acceptable stormwater management outcomes and will have a non-worsening effect on stormwater drainage to adjacent and nearby allotments.

2.7.4. Environmental Noise Impact Assessment

An Environmental Noise Impact Assessment has been prepared by CRG Acoustics at **Appendix E**. The key findings of the report are outlined below:

- The assessment considers the nearest sensitive receivers to the north, south and west of the subject site, including existing and under construction dwellings, detached dwellings across South Street and townhouses immediately west of the site.
- The recommended acoustic treatments include maintaining or upgrading the existing 1.8m high acoustic fence along the western boundary, ensuring the gym is air-conditioned so external windows and doors can remain closed, and incorporating appropriate acoustic ratings for the gym tenancy's external glazing, walls and roof / ceiling system.
- The report also recommends operational controls for the gym tenancy, including automatic door closers, internal music only, speakers directed away from windows and doors, vibration isolation mounts for speakers, rubber floor matting in free weights areas and signage advising members not to drop weights.
- To manage servicing-related noise, deliveries are recommended to be limited to between 7:00am and 10:00pm, and waste collection is recommended to be limited to daytime hours between 7:00am and 6:00pm.
- The gym may operate 24 hours per day, seven (7) days per week
- The Health Care Services use may operate between 6am and 10pm, seven (7) days per week.

On this basis, the Environmental Noise Impact Assessment prepared by CRG Acoustics concludes that the proposed development can achieve acceptable acoustic outcomes, subject to the recommended acoustic treatments being incorporated into the design, construction and operation of the facility.

2.7.5. Economic Needs Assessment

An Economic Needs Assessment has been prepared by Think Economics at **Appendix F**. The key findings of the report are outlined below:

- The proposed development, in particular the Indoor Sport and Recreation component, will provide a 24 hour facility, supporting the health, fitness and wellbeing needs of the Glenvale community.
- The proposed development will complement the previously approved Health Care Service tenancy on the site and contribute to a consolidated health and wellness offering.
- The surrounding trade area is expected to continue experiencing population growth, supported by ongoing residential development and the West Toowoomba Structure Plan.
- Existing gym and fitness facilities within the trade area are limited, with current facilities largely focused on group fitness, personal training or specialised training formats.
- The trade area was estimated to support approximately five (5) gym facilities in the 2025 base year, increasing to approximately six (6) facilities by 2036.
- When compared against the existing supply of three (3) facilities, the report identifies a market gap for additional indoor sport and recreation facilities within the trade area.

On this basis, the Economic Needs Assessment prepared by Think Economics finds that the proposed development will respond to an identified economic, planning and community need by improving local accessibility, choice and convenience.

3. ASSESSMENT BENCHMARKS

3.1. Compliance with Assessment Benchmarks

The development application involves assessable development subject to impact assessment and, therefore, in accordance with Section 45 of the Planning Act 2016, the assessment of the development application must be carried out against:-

- the assessment benchmarks included in a categorising instrument;
- the matters prescribed at Part 4, Division 4 of the Planning Regulation 2017;
- as required, any other relevant matter.

3.1.1. State Planning Framework

A response to the State Government legislative framework is provided at **Appendix G**. The response demonstrates that the development application complies with all of the applicable assessment benchmarks.

3.1.2. Local Planning Framework

A response to the Local Government planning scheme is provided at **Appendix H**. The response demonstrates that the development application complies with all of the applicable assessment benchmarks.

4. KEY PLANNING MATTERS

The following section provides further discussion regarding key aspects of the proposed development and clearly demonstrates that the proposed development is, on balance, an appropriate development outcome.

4.1. Suitability of the Proposed Land Uses

The subject site is located within the Low Density Residential Zone, and involves the establishment of uses for Health Care Services and Indoor Sport and Recreation, both of which are Impact Assessable in this zone.

A discussion is provided in the following sections demonstrating the suitability of the proposed land uses over the subject site.

4.1.1. Health Care Service

The proposal involves the establishment of a Health Care Service, accommodating a maximum capacity of six (6) Other Health Practitioners, and not including any general health practitioners.

The subject site currently benefits from an approval for Health Care Services, involving:

- eight (8) full-time equivalent general practitioners; and
- ten (10) full-time equivalent other health practitioners

That existing approval will be cancelled under separate correspondence.

In effect, the proposed development will significantly reduce the overall intensity of the Health Care Services operating over the site.

Council has previously approved a Health Care Service over the subject site under approval MCUI/2021/4232/A. This development approval context confirms the suitability of a Health Care Service land use. For clarity, it is noted that the existing approval for the Health Care Service over the site will be cancelled via separate correspondence and therefore both approvals would not be current over the site.

4.1.2. Indoor Sport and Recreation (Gym)

The proposal involves the provision of a 24 hour gym tenancy with a Gross Floor Area of 800m².

The subject site benefits from an existing approval permitting its use for non-residential health related activities, in the form of a Shop and Health Care Service.

The proposed development removes the Shop land use and replaces it with a gym. This gym is suitable where:

- It forms a logical part of an integrated health-focussed agglomeration of uses
- As demonstrated by the Economic Need Assessment provided at **Appendix F**

- The existing population in the trade area is estimated to support approximately five (5) gym facilities currently. There are presently only three (3) facilities across the trade area, meaning there is a quantitative supply gap.
- The existing gyms in the area are focussed on group fitness and personal training rather than 24 hour access and independent training options. This is a qualitative gap currently not met in the area.
- The above circumstances will be exacerbated over time as there is significant development ongoing in the local area.
- The development is in a highly accessible location, being at the intersection of two (2) distributor roads.

4.2. Landscaping & Impervious Area

The proposed development incorporates a considered landscape response that is appropriate to the nature, scale and layout of the development.

The proposed provision of landscaping is characterised as having:

- 1.539m minimum at the site frontage;
- 2x large areas measuring approximately 6.4 x 7m and capable of accommodating deep planting at the site frontage;
- landscaping including small trees distributed throughout the car parking area;
- a landscaping strip with a minimum dimension of 4.289m on the western boundary;
- a landscape strip with a minimum dimension of 2.5m on the eastern boundary; and
- generous landscaped garden beds, capable of accommodating significant deep planting, either side of the proposed building (having dimensions of up to 8.111m on the western side boundary and 6.789m on the eastern boundary).

The proposed development provides approximately 950m² of soft landscaping, representing 25.70% of the subject site. Landscaping is distributed across key areas of the site, including the South Street frontage, car parking area, pedestrian pathways, site boundaries and building interface.

This landscaping will assist in softening the appearance of the built form and hardstand areas, improving the presentation of the development to South Street and providing an appropriate interface to adjoining and nearby residential uses.

A08.1 of the Low Density Residential Zone Code requires impervious areas to not exceed 60% of the site area. The proposed development does not comply with A08.1 where the development total impervious area of approximately 2,726.8m², representing 73.74% of the site area.

Notwithstanding the above, the proposed development achieves compliance with the corresponding performance outcome P08, which is copied below:

P08

Impervious site coverage:

- a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure;*
- b) reduces the visual impact of additional hardstand;*

- c) respects the existing or preferred neighbourhood character and responds to the features of the site; and*
- d) allows for the provision of an appropriate supply of landscaping and open space.*

The proposed development achieves compliance with P08 for the following reasons:

- The proposed development provides for an impervious area of 73.74%, and the Detailed Site Based Stormwater Management Report provided at **Appendix D** demonstrates that the downstream stormwater network has sufficient capacity to accommodate the development.
- The proposed development respects the neighbourhood character where:
 - It provides a compliant site cover of 30.34%, which is well below the 50% maximum site cover requirement sought by A07.1 of the Low Density Residential Zone Code and therefore ensures an overall site cover consistent with the neighbourhood character;
 - the proposed building is single storey and low scale, with the extent of impervious area primarily associated with the car parking, access and manoeuvring areas required to support the uses; and
 - the proposed building setbacks comply with the relevant side and rear boundary setback requirements sought by A09.2 and A09.3 of the Low Density Residential Zone Code.
- An appropriate supply of landscaping is provided where:
 - landscaping is strategically located around the car parking area, pedestrian pathways, site boundaries and building interface to soften the development when viewed from South Street and adjoining properties;
 - the proposed landscape areas assist in breaking up the extent of impervious surfaces and provide a more attractive and legible site layout;
 - the proposed impervious area is necessary to provide safe and functional access, car parking, servicing and pedestrian movement for the intended uses; and
 - the proposed layout maintains clear and legible pedestrian connections between the car parking area, building entries, South Street frontage and adjoining internal access network.

Acceptable outcome A018.1 of the Low Density Residential Zone Code requires a minimum 3m wide landscaped garden strip along the frontage of the site. Where the landscaping at the site frontage is less than 3m in depth, compliance is not achieved with A018.1.

The corresponding performance outcome requires the following:

Development for non-residential uses provides landscaping that:

- (a) is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located;*
- (b) provides an attractive interface between the use, the streetscape and adjoining residential uses*
- (c) provides and maintains:*

- (i) the privacy and amenity for adjoining residential uses*
- (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance*
- (iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway;*
- (iv) established trees (including street trees) and other significant existing vegetation.*

The proposed landscape outcome has been considered holistically, having regard to the site layout, car parking arrangement, pedestrian access, adjoining interfaces and overall presentation of the development. The development achieves compliance with P018 having regard to the following:

- landscaping is provided along key site interfaces to soften the appearance of the development and reduce the visual prominence of hardstand areas;
- the proposed landscaping provides an attractive interface between the use, the streetscape and adjoining residential uses. Specifically, 3.014m of landscaping is provided to the north and a minimum of 4.289m is provided to the west (increasing to as much as 8.111m);
- the landscape design assists in softening the built form, car parking area and site boundaries when viewed from surrounding properties and the public realm, by distributing landscaping throughout the site and providing large areas capable of accommodating feature trees;
- the site layout maintains clear sightlines and casual surveillance to public spaces, pedestrian areas and the car parking area;
- pedestrian access is clearly defined and separated from vehicle movement areas where practicable;
- the proposed frontage arrangement balances landscaping with the need to provide safe and functional vehicle access, car parking, pedestrian movement and visibility; and
- There are no established trees or vegetation over the subject site to be retained.

On this basis, the proposed landscaping outcome satisfies the relevant performance outcomes of the Low Density Residential Zone Code.

4.3. Traffic Engineering

4.3.1. Car Parking Supply

The proposed development provides 51 on site car parking spaces. Both proposed land uses have differing and largely complementary parking demand profiles, with gym demand generally peaking in the early morning and evening, and health care services demand generally peaking during the middle of the day.

A detailed assessment considering the demands of the proposed land uses was undertaken by Ratio Consultants and is provided within the Transport Impact Assessment provided at **Appendix C**. This assessment determined that the peak demand associated with the land uses is for 40 car parking spaces.

The proposed development will be provided with a supply of car parking which exceeds peak demands, and therefore a sufficient number of car parking spaces has been provided.

4.3.2. Service Vehicle

Table 9.4.6:3 of the Planning Scheme requires the following service vehicles:

- Health Care Services: Ambulance Vehicle
- Indoor Sport and Recreation: N/A

Based on the operation needs of the development, which includes occasional delivery of equipment, goods and services, it is considered that the majority of deliveries would be via smaller trucks and vans.

Onsite waste will be removed by a private contractor.

A service bay having capacity to accommodate a 10.2m front loader waste collection vehicle has been provided. A swept path assessment has demonstrated that this vehicle can enter, circulate, and exit the site appropriately.

The proposed service bay has a length of 7m, which is shorter than the length of the maximum anticipated service vehicle (being 10.2m). A swept path assessment has been provided which demonstrates that although the waste collection vehicle overhangs into the aisle, there is substantial width in this area which means the overhand would not impede circulation movements.

Refer to Transport Impact Assessment provided at **Appendix C** for further detail.

4.3.3. Traffic Impacts

The proposed development is expected to generate less traffic than the existing development approval over the site and is not expected to result in adverse impacts on the operation or safety of the surrounding road network.

4.4. Acoustic Impacts

The subject site is located in proximity to residential uses, and the proposal involves operation outside of standard business hours, as follows:

- Indoor Sport and Recreation (Gym) – 24 hours, seven (7) days per week; and
- Health Care Services – 6am to 10pm, seven (7) days per week

An Environmental Noise Impact Assessment was undertaken by CRG Acoustics and this is provided at **Appendix E**. This report determined that, subject to a range of acoustic impact mitigation measures, the proposal can operate without causing any inappropriate impacts on nearby sensitive receptors as a result of noise.

Key acoustic mitigation measures are listed below:

- maintaining or upgrading the existing 1.8m high acoustic fence on the western boundary;
- ensure gym is air conditioned to enable operation with windows and doors closed;
- acoustic ratings to gym external glazing, walls and roof/ceiling system; and

- automatic door closers, internal music only, rubber matting, directing speakers away from external windows, vibration isolation mounts for speakers, and signage advising members not to drop weights.

Where the recommendations of the report are implemented the proposed development will not cause any inappropriate impacts to surrounding sensitive receptors as a result of noise impacts.

4.5. Other Relevant Matters

Whilst the assessment undertaken above does, on balance, demonstrate compliance with the planning scheme, the following matters should also be considered by the assessment manager, having regard to s.45(5)(b) of the Act.

1. The Development Application demonstrates that there is an absence of impacts on residential amenity, the existing centre hierarchy and infrastructure.
2. The development application demonstrates that there is both a planning need and community development for the development.
3. There is an existing approval over the subject site for a comparably scaled non-residential use. The proposed alternative development does not result in any adverse impacts.

5. CONCLUSIONS AND RECOMMENDATION

This town planning report has been prepared by Property Projects Australia on behalf of Timon Pty Ltd A.C.N. 600 841 263 ("the applicant") in support of a development application lodged over land located at 3 / 535 South Street & Common Property (Lot 0) at South Street, Glenvale QLD 4350 being more formally described as Lot 3 on SP346114 and Lot 0 on SP346114.

Specifically, this development application seeks a development approval for the following aspect:-

- Development Permit for Material Change of Use for Indoor Sport and Recreation and Health Care Service.

As the development application is subject to impact assessment, a broad discretion is applied to the assessment of this development application. In applying this discretion, it is submitted that the development application is, on balance, in the public interest and a logical land use planning outcome which, having regard to fundamental planning principles, will advance the purpose of the Planning Act 2016.

The proposed development is recommended for approval, subject to reasonable and relevant conditions.

APPENDIX G

State Planning Assessment

Prepared by:

Property Projects Australia

Table 6 - Response to State Assessment Benchmarks / Matters

Matter / Benchmark	Response
Prohibited Development:	The development is not prohibited development, as established giving consideration to all relevant instruments which can provide prohibitions under the Planning Act 2016 and Planning Regulation 2017. Therefore, the applicant has the right to make a development application under Section 50 of the Planning Act 2016.
Schedule 9 & 10 of the Planning Regulation 2017:	The referral requirements for the proposed development under the Planning Regulation 2017 have been reviewed. Based on this review, the development does not trigger referral.
Regional Plan (ShapingSEQ 2023):	The subject site is located within the urban footprint of the South East Queensland Regional Plan (ShapingSEQ 2023). The proposal involves a material change of use for an urban purpose. This is consistent with the designations of the Urban Footprint.
Regional Plan (Darling Downs Regional Plan):	The Darling Downs Regional Plan is identified at section 2.2 of the planning scheme as being appropriately integrated into the planning scheme. As such, no further consideration against this assessment benchmark is warranted in this instance.
State Planning Policy ("SPP"):	The subject site is mapped as being affected by the following interests under the SPP: Strategic Airports and Aviation Facilities ■ Wildlife Hazard Buffer Zone Agriculture ■ Important Agricultural Areas Natural Hazards Risk and Resilience ■ Flood Hazard Area - Local Government Flood Mapping Area As identified at Section 2.1 of the planning scheme, the interests under the SPP are not appropriately integrated into the planning scheme and, therefore, a detailed assessment is provided below:- ■ <u>Strategic Airports and Aviation Facilities</u> - The subject site is mapped within the Wildlife Hazard Buffer Zone of the Strategic Airports and Aviation Facilities area. The proposed development does not involve the introduction of any structure or use that has the potential to negatively impact the safety of airport operations by attracting wildlife. As such, the proposed development will not conflict with the Strategic Airports and

Matter / Benchmark	Response
	Aviation Facilities state interest and no further consideration against this aspect of the SPP is warranted in this instance. ■ <u>Agriculture</u> - The subject site is mapped as Important Agricultural Areas. The subject site benefits from existing development approvals and is located in proximity to premises utilised for commercial / recreation purposes to the east, and residential purposes to the north, south and west. The proposed development will have no impact on the long term viability or growth of the agricultural sector. The proposed development will not conflict with the agricultural state interest, and as such, no further consideration against this aspect of the SPP is warranted in this instance. ■ <u>Natural Hazards Risk and Resilience</u> - The entire subject site is mapped as a Flood Hazard Area - Local Government Flood Mapping Area. The proposed development is not located over land affected by any of the designations under Council's Flood Hazard Overlay. As such, the proposed development will not conflict with the Natural Hazards Risk and Resilience state interest and no further consideration against this aspect of the SPP is warranted in this instance.
Temporary State Planning Policy:	The development application is not currently affected by a Temporary State Planning Policy.
The Designation for a Designated Premises:	The premises are not the subject of a designation.
Lawful Use of Premises or Adjacent Premises:	The proposal will not impact on the lawful use of adjoining premises or the subject site.
Common Material:	The development application involves assessable development subject to impact assessment and, therefore, a properly made submission may be made to the assessment manager during the public notification period. Any submissions will be considered at the end of the public notification period. The premises is subject to an Infrastructure Agreement relating to RAL/2021/4227/A. This Infrastructure Agreement facilitated the offset and refund for the establishment costs of trunk infrastructure surrounding the site, and was associated with the underlying subdivision that established the subject site. All works

Matter / Benchmark	Response
	relating to the agreement have been completed and there are no further considerations relating to this agreement.

APPENDIX H

Local Planning Assessment

Prepared by:

Property Projects Australia

Table 7 - Category of Assessment

Aspect of Development	Category of Assessment	Assessment Benchmark
Zone – Low Density Residential Zone		
Material Change of Use (Indoor Sport and Recreation)	Table 5.5.1 Assessable Development (Impact Assessment) if “. . . any use not listed in this table . . . ”	The Planning Scheme, including: ■ Low Density Residential Zone Code ■ Community and Recreation Uses Code ■ Environmental Standards Code ■ Integrated Water Cycle Management Code ■ Landscaping Code ■ Transport, Access and Parking Code ■ Works and Services Code ■ State Planning Policy (July 2017) – Appendix 2 – Stormwater Management Design Objectives ■ Glenvale Local Plan Code
Material Change of Use (Health Care Service)	Table 5.5.1 Assessable Development (Impact Assessment) if “. . . any use listed in this table and not meeting the description listed in the categories of development and assessment column . . . ”	The Planning Scheme, including: ■ Low Density Residential Zone Code ■ Centre Activities Code ■ Environmental Standards Code ■ Integrated Water Cycle Management Code ■ Landscaping Code ■ Transport, Access and Parking Code ■ Works and Services Code ■ State Planning Policy (July 2017) – Appendix 2 – Stormwater Management Design Objectives ■ Glenvale Local Plan Code
Local Plan		
Glenvale Local Plan	Table 9.5.2 No Change	■ Glenvale Local Plan Code

Aspect of Development	Category of Assessment	Assessment Benchmark
Overlays		
Airport Environs Overlay	Table 5.10.1 No Change	■ Airport Environs Overlay Code

Table 8 – Response to Local Assessment Benchmarks / Matters

Assessment Benchmark	Response
Strategic Framework	
The proposed development aligns with the strategic framework outlined in Toowoomba Regional Council's Planning Scheme. The assessment against the seven key themes of the strategic framework is as follows:	
3.3 Settlement Pattern:	The proposed development supports the strategic outcomes by providing facilities which serve the daily needs and interests of the surrounding community. The proposed development aligns with the intent to consolidate population growth in the Glenvale area by providing a desirable and accessible land use.
3.4 Natural Environment:	The proposed development ensures the protection of natural habitats, waterways, and wetlands through avoidance (i.e. no development is proposed within mapped sensitive areas). Further, the proposed development incorporates stormwater management measures designed to ensure no adverse impacts on downstream properties and landscapes.
3.5 Community Identity and Diversity:	The proposed development contributes to the communities identity by providing a desirable and accessible facilities which will support the health and wellbeing of the surrounding community. The proposed development will respect the existing character and visual amenity of the area.
3.6 Natural Resources and Landscape:	The proposed development is appropriately located within an established urban area and does not involve development within any identified natural resource area, significant landscape feature or scenic landscape area. The proposed development will not adversely impact any known water, land or energy resource, and will maintain the existing urban character of the locality. Landscaping will also be incorporated throughout the site to soften the built form, assist with streetscape presentation and support an appropriate interface with adjoining land.
3.7 Access and Mobility:	At a higher level, the proposed development reduces reliance on the regional road network by supporting the provision of

Assessment Benchmark		Response
		local, community based services, which reduces the need for residents to travel to access services. Further, the proposed development is provided with suitable road, pedestrian and cycling access.
3.8 Infrastructure and Services:		The proposed development can be connected to existing urban infrastructure controlled by Council, including water, sewer, and stormwater. As such, the proposed development contributes to the logical and efficient use of existing infrastructure within an urban area.
3.9 Economic Development:		The proposed development supports local economic growth by providing employment opportunities and providing an 'essential' service which is critical for the health and wellbeing of the prevailing community. There is an economic need for the proposed land uses, as discussed in Section 4.1 .
Zone Code		
Low Density Residential Zone Code		A detailed assessment of the Low Density Residential Zone Code has been undertaken at Appendix I .
Local Plan Code		
Glenvale Local Plan Code		A detailed assessment of the Glenvale Local Plan Code has been undertaken at Appendix I .
Overlay Code		
Airport Environs Overlay Code		A detailed assessment of the Airport Environs Overlay Code has been undertaken at Appendix I
Development Code		
Centre Activities Code		A detailed assessment of the Centre Activities Code has been undertaken at Appendix I .
Community and Recreation Uses Code		A detailed assessment of the Community and Recreation Uses Code has been undertaken at Appendix I .
Environmental Standards Code		A detailed assessment of the Environmental Standards Code has been undertaken at Appendix I .
Integrated Water Cycle Management Code		A detailed assessment of the Integrated Water Cycle Management Code has been undertaken at Appendix I .

Assessment Benchmark	Response
Landscaping Code	A detailed assessment of the Landscaping Code has been undertaken at Appendix I .
Transport Access and Parking Code	A detailed assessment of the Transport Access and Parking Code has been undertaken at Appendix I .
Works and Services Code	A detailed assessment of the Works and Services Code has been undertaken at Appendix I .
State Planning Policy (July 2017) – Appendix 2 – Stormwater Management Design Objectives	A detailed assessment of the State Planning Policy (July 2017) – Appendix 2 – Stormwater Management Design Objectives has been undertaken at Appendix D .
Temporary Local Planning Instrument	
The proposed development is not impacted by a Temporary Local Planning Instrument.	
Variation Request	
The proposed development does not involve a Variation Request.	
Local Government Infrastructure Plan	
The subject site is located within the Priority Infrastructure Plan and is serviced by five (5) networks. The subject site is not affected by any planned works. The proposed development involves a logical extension of the infrastructure network and is in accordance with the Local Government Infrastructure Plan.	

APPENDIX I

Code Response Tables

Prepared by:

Property Projects Australia

Table 6.2.1:1 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Caretaker's Accommodation		
Not Applicable		
No Caretaker's Accommodation is proposed		
Dwelling Unit		
Not Applicable		
No Dwelling Unit is proposed.		
Non-residential Uses and building work – Scale of use where involving the reuse of an existing building		
Not Applicable		
Reuse of an existing building is not proposed.		
Non-residential Uses and building work – Noise Amenity		
PO ₄ The non-residential use does not adversely impact on the amenity of the surrounding residential land uses and/or the intended residential streetscape character.	AO _{4.1} New building plant or air-conditioning equipment is located central to the building and screened from view of the street or adjoining residential uses.	Complies (AO4.1) Building plant and air-conditioning equipment will be located and screened to ensure it is not visually prominent from the street or adjoining residential uses. A condition of approval can be applied to ensure compliance.

Performance outcomes	Acceptable outcomes	Response
Non-residential Uses and building work – Privacy and Screening		
PO ₅ Non-residential uses provide adequate separation, buffering and screening from adjoining residential premises so that the privacy and amenity of residential premises is protected.	AO_{5.1} A 2m wide vegetated buffer is provided to any vehicle movement and parking areas that adjoin a residential boundary. AO_{5.2} A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use. AO_{5.3} Windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of 75% transparent to obscure views into the adjoining residential building and maintain privacy for those residents.	Complies (AO5.1) The proposed development provides a vegetated buffer greater than 2m wide to vehicle movement and parking areas adjoining residential boundaries. Complies (PO5) A 1.8m high solid screen fence and landscaping exceeding 1.5m in width is provided along boundaries shared with adjoining residential uses. Not Applicable (AO5.3) The proposed development does not include windows with direct views into adjoining residential buildings.
Non-residential Uses and building work – Outdoor Lighting		
PO ₆ Outdoor lighting for non-residential uses maintains the amenity of the surrounding residential area and does not adversely impact the safety for vehicles or pedestrians on the adjoining street as a result of light emissions, either directly or by reflection.	AO_{6.1} Outdoor lighting for non-residential uses is restricted to low level security lighting only. AO_{6.2} Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of <i>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i>.	Complies (AO6.1) Outdoor lighting associated with the proposed development will be limited to low-level security and operational lighting only. Lighting will be designed, installed and maintained in accordance with AS4282 to avoid nuisance glare or light spill to adjoining residential uses. This can be confirmed through detailed design and secured by standard conditions of approval. Complies (AO6.2) A condition of approval can be applied to ensure compliance.

Performance outcomes	Acceptable outcomes	Response
Utilities and Stormwater		
PO ₇ A water supply is provided that is adequate for the current and future needs of the intended use.	AO _{7.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies (AO7.1) The proposed development will be connected to Council's reticulated water supply system. A condition of approval can be applied to ensure compliance.
PO ₈ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO _{8.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> .	Complies (AO8.1) The proposed development will be connected to Council's reticulated water supply system. A condition of approval can be applied to ensure compliance.
PO ₉ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{9.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies (AO9.1) The proposed development will be connected to an electricity supply approved by the relevant energy provider. Any required connection works or upgrades will be confirmed through detailed design and undertaken in accordance with the relevant authority requirements.
PO ₁₀ Stormwater resulting from roofed areas and impervious surfaces is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water and impervious surfaces water runoff is collected and discharged in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO10.1) Roof water and runoff from impervious surfaces will be collected and discharged to the existing stormwater drainage infrastructure in accordance with SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure. Refer to the Detailed Site-Based Stormwater Management Report prepared by Leroy Palmer Consulting Engineers at Appendix D for further detail.

Performance outcomes	Acceptable outcomes	Response
Waste Management		
PO₁₁ Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times, and waste is captured and discharges to an approved collection point.	AO_{11.1} Refuse container storage areas are provided that: (a) are located behind the building line and screened from public view: (i) in a building, outbuilding or other enclosed structure; (ii) screened by a minimum 1.5 m high solid fence or wall that is surrounded by minimum 1m wide landscaping (excluding container storage access point) where not adjoining a residential boundary; or; (iii) screened by a minimum 1.8m high solid fence where adjoining a residential boundary (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; and (d) are large enough to accommodate at least one (1) standard/sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use.	Complies (AO11.1) The proposed development provides a dedicated refuse storage area located behind the building line and screened from public view. The bin area is located adjacent to the services / ambulance bay on an imperviously sealed hardstand area and is of sufficient size to accommodate refuse storage for the proposed commercial tenancies. Final drainage and hose cock provision can be confirmed through detailed design and addressed by standard conditions of approval.

Performance outcomes	Acceptable outcomes	Response
Non-residential uses and building work – Access, on-site car parking and manoeuvring		
PO₁₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and: (a) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. (b) to ensure that off-street car parking areas do not dominate the appearance in the streetscape.	PO_{12.1} Where not involving the reuse of an existing premises used for a business activity car parking is provided in accordance with the Transport, Access and Parking Code. PO_{12.2} Where involving re-use of premises used for a business activity: (a) There is no reduction in existing or previously approved on-site car parking; (b) There are no alterations to the location of existing or previously approved access (driveways and vehicle cross-overs) and on-site car parking and manoeuvring areas.	Complies (AO12.1) Car parking is provided in accordance with the Transport, Access and Parking Code. Refer to the response to the Transport, Access and Parking Code for further detail. Not Applicable (AO12.2) Reuse of a premises is not proposed.
Non-residential uses and building work – Landscaping		
PO₁₃ Landscaping makes a positive contribution to the site and the amenity of the surrounding area and existing landscaping is not diminished.	PO_{13.1} Where involving the reuse of a premises there is no reduction in the area or quantity of established or previously approved on-site landscaping.	Not Applicable (AO13.1) Reuse of a premises is not proposed.

Table 6.2.1:2 – Low Density Residential Zone Code – requirements for accepted development and assessment benchmarks for assessable development where not involving Building Work (not associated with a Material Change of Use)

Performance outcomes	Acceptable outcomes	Response
Non-residential uses - Hours of Operation		

PO ₁	Hours of operation are controlled so that the non-residential use does not impact on the amenity or privacy of adjoining residential uses.	AO _{1.1}	Hours of operation, including for deliveries, are limited to hours between 6:00 am to 9:00 pm. .	Complies (PO1) The proposed development includes a 24 / 7 gym and Health Care Services use operating between 7:00am and 10:00pm. While the proposed hours extend beyond AO1.1, the uses are appropriately located and can be managed to ensure adjoining residential amenity is protected. Deliveries and waste collection can also be limited to appropriate daytime hours by condition of approval. Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia for further information.
Non-residential Uses – Impact on Road Network				
PO ₂	Non-residential uses are located on major roads and do not introduce non-residential traffic into local streets.	AO _{2.1}	Non-residential uses: (a) have frontage and vehicle access to a Regional Arterial, Sub-Arterial or Distributor Road; and (b) vehicle access to the development does not occur from a local street.	Complies (AO2.1) The proposed development fronts South Street (Distributor Road) and obtains vehicle access via the existing internal access road along the eastern boundary on common property, rather than directly from a local residential street. The access arrangement directs vehicle movements to the established access network, with supporting traffic assessment confirming that the proposal can be accommodated without adverse impacts on the safety or operation of the surrounding road network. Refer to the Traffic Impact Assessment prepared by Ratio Consultations at Appendix C for further information.

Table 6.2.1:3 – Low Density Residential Zone Code – assessment benchmarks for assessable development¹

Performance outcomes		Acceptable outcomes	Response
Residential Development			
Not Applicable			
No Residential Development is proposed			
Non-Residential Development			
PO ₅	Non-residential uses establish only where they: (a) except for child care centres, provide for the day to day convenience needs or local service of the immediate local residential community; (b) do not undermine the viability of a nearby centre and are not of a scale that impacts on the role or function centres network; (c) do not contribute to strip development or expansion of an existing centre; (d) are a of a small scale, and have low intensity operation and employment; (d) are highly accessible to the immediate local community it serves and have direct vehicle access to a distributor, sub-arterial and regional arterial; (c) do no introduce non-local traffic into a local street; (e) are in buildings, including extensions and alterations to an existing building, that have a low rise bulk and scale compatible with a dwelling house and consistent with the character of adjoining residential buildings and the surrounding streetscape; (f) do not adversely impact the amenity, safety or privacy of nearby residences.	No acceptable outcome is nominated.	Complies (PO5) The proposed development provides a local health, fitness and allied health service that will support the day-to-day needs of the surrounding residential community. The proposed development is appropriately limited in scale, comprising a single-storey building with a low-rise built form, on-site car parking, landscaping and managed access arrangements. The proposed development will not undermine the role or function of any nearby centre, contribute to strip development, or introduce unacceptable traffic impacts to the local street network. Amenity impacts associated with hours of operation, noise, lighting, access, servicing and waste collection are appropriately addressed through the design and supporting technical reports. Refer to Section 4.0 of the Town Planning Report prepared by Property Projects Australia for further detail.

¹ Amended on 29 November 2019

Performance outcomes	Acceptable outcomes	Response
Built Form		
PO ₆ Buildings are of a height which is consistent with the intended character of the zone and overlay, and which do not unduly reduce privacy or access to sunlight to habitable rooms, private open space and solar panels on adjoining land.	AO _{6.1} Buildings have a maximum height of two (2) storeys or 8.5m above ground level.	Complies (AO6.1) The maximum height for the proposed development is one (1) storey and 6.114m above natural ground level.
PO ₇ Except for Dwelling Houses and Dual Occupancies site coverage: (a) maximizes setbacks; (b) maximizes landscaping; (c) ensures adequate useable outdoor areas; (d) ensures adequate space for vehicle movement and parking areas; (e) maximizes solar access for internal and external living spaces; (f) does not compromise solar access for adjoining premises; and (g) does not result in overshadowing of adjoining properties.	AO _{7.1} For development up to two (2) storeys site cover does not exceed 50% of the site area. For development over two (2) storeys no acceptable outcome is nominated.	Complies (AO7.1) The proposed development is single storey and has a site cover of 30.34%.
PO ₈ Impervious site coverage: (a) ensures development maximizes on-site infiltration and minimizes the additional burden on drainage infrastructure; (b) reduces the visual impact of additional hardstand; (c) respects the existing or preferred neighbourhood character and responds to the features of the site; and (d) allows for the provision of an appropriate supply of landscaping and open space.	AO _{8.1} Impervious areas of the site do not exceed 60% of the site area.	Complies (PO8) The development has an impervious area of 73.74% of the site. Sufficient landscaping is provided around hardstand areas to minimize visual impact. Refer to Section 4.0 of the Town Planning Report and the Stormwater Management Plan provided at Appendix D for an assessment determining that no inappropriate impacts on stormwater drainage systems will be caused.

Performance outcomes	Acceptable outcomes	Response
PO₉ The front building setback is consistent with the prevailing front setbacks in the street.	AO_{9.1} Where the site has frontage to a collector or local road, buildings are set back from that frontage: (a) within 20% of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings, 4m. AO_{9.2} Where the site has frontage to a road other than a collector or local road: (a) residential buildings are set back from that frontage in accordance with the requirements of the Queensland Development Code. (b) non-residential buildings are set back from that frontage 6m. AO_{9.3} Where involving non-residential use, buildings are set back a minimum 6m from the road frontage.	Not Applicable (AO9.1) The site does not have frontage to a collector or local road Complies (AO9.2) The proposed development has a setback greater than 6m from the road (South Street). Complies (AO9.3) The proposed development has a setback greater than 6m from the road (South Street).

PO₁₀ Side and rear building setbacks: (a) enhance the appearance and character of streets and buildings; (b) are appropriate to the scale of the development and the intended low density character of the zone or precinct in which the site is located; (c) provide for adequate daylight for habitable rooms and open space areas on and adjoining the site; (d) are sufficient to minimise overshadowing and overlooking of adjoining premises; (e) provide adequate separation and buffering between residential and non-residential premises; and (f) maximise opportunities for landscaping.	AO_{10.1} Buildings are set back from a side boundary: (a) Ground Floor (up to 3.5m high) – 1.5m; and (b) First floor (up to 7.5m high) – 2m; (c) Above 7.5m – 3m; or (d) the distance of the height of the retaining wall on the side boundary or combination of the height of the retaining wall and a fence, whichever is greater (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall. AO_{10.2} Buildings are set back: (a) a minimum of 3m from a rear boundary; or (b) the distance equivalent to of the cumulative height of the retaining wall and fence on the rear boundary (Figure 1). Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall. Figure 1 <i>For non-residential development:</i> AO_{10.3} Buildings are set back a minimum of 2.5m from a side boundary. AO_{10.4} Buildings are set back from a rear boundary whichever is the greater - (a) a minimum of 3m; or,	Complies (AO10.1) The proposed building is setback approximately 6.835m from the eastern side boundary, 8.754m from the western side boundary and 3.000m from the northern rear boundary. The proposed setbacks exceed the minimum side and rear boundary setbacks required for non-residential development.
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Performance outcomes	Acceptable outcomes	Response
	(b) The distance equivalent to the cumulative height of the retaining wall and fence on the rear boundary. Where the retaining wall extends into the site, the setback is measured from the base or top of the retaining wall.	
PO₁₁ The development is designed to a high aesthetic standard and to integrate with and enhance the locality, having regard to the following: (a) built form; (b) open space; (c) landscaping; (d) the public realm; (e) parking and access; (f) solar access; (g) views and outlook; (h) setbacks; (i) height; (j) scale and bulk; and (k) provision of services	In partial compliance with the performance outcome: AO_{11.1} A minimum 1m wide landscaping strip is provided for the full length of the driveway and parking areas where parallel to a boundary common with a residential premises. <i>Note: Such landscaping areas must not be compromised by the maneuvering areas required for the vehicle.</i>	Complies (AO11.1) Landscaping is provided around the car parking and driveway areas where practicable, including along all boundary interfaces.

Performance outcomes	Acceptable outcomes	Response
PO₁₂ Non-residential use buildings, including extensions or additions, exhibit design elements that are characteristic of and compatible with surrounding houses in the streetscape including:- (a) buildings orient to and addresses the street frontage; (b) the main building entry faces the street at ground level; (c) building mass is broken up by articulation, fenestration, recesses and landscape elements to avoid large expanses of blank surfaces ; (d) differentiate between private houses and the non-residential use through variation in materials, patterns, textures and/or colours Editor's note – examples of façade treatment to avoid expanses of blank surface may include (but is not limited to): • windows are provided in any building façade facing the street or other public and communal space; • awnings, verandahs, pitched roofs and rectangular building plan forms are used in the building design.	No acceptable outcome is nominated	Complies (PO12) The proposed building is single storey and presents as a low rise, contemporary built form that is compatible with the surrounding streetscape. The building incorporates glazing, awnings / window hoods, varied cladding, screening elements and signage zones to provide visual interest and avoid large expanses of blank wall. The building is appropriately oriented to the street and car parking area, with clearly identifiable pedestrian entries and landscaping provided to soften the built form and support an acceptable residential interface.
PO₁₃ Where appropriate, development facilitates active transport and open space connections through the neighbourhood.	No acceptable outcome is nominated.	Complies (PO13) The proposed development provides pedestrian connections between the building entrance, car parking area, internal access road and South Street frontage. These connections support safe and convenient pedestrian movement through the site and integrate with the surrounding active transport network.

Performance outcomes	Acceptable outcomes	Response
PO₁₄ The site layout responds sensitively to adjoining land uses as well as on-site and surrounding topography, drainage patterns, utility services, access, built forms and vegetation such that: (a) any hazards or nuisance to people or property on the site or offsite are avoided; (b) any earthworks are minimised and design alternatives are prioritised over earthworks; (c) natural drainage lines are retained; (d) existing vegetation is retained or replaced; (e) damage or disruption to sewer, stormwater and water infrastructure is avoided; and (f) there is adequate buffering, screening a separation to adjoining development.	No acceptable outcome is nominated.	Complies (PO14) The site layout has been designed to respond to adjoining land uses, existing topography, drainage patterns, services and access arrangements. Stormwater is directed to the existing drainage infrastructure, with supporting civil reporting confirming a non-worsening outcome for adjacent and nearby allotments. The proposed development incorporates appropriate setbacks, landscaping, retaining treatments and on-site circulation to minimise hazards, protect existing infrastructure and provide suitable separation and buffering to adjoining development.
Amenity and Safety		
PO₁₅ Development maintains a high level of residential amenity within the site and for surrounding areas, having regard to noise, odour, lighting, access to sunlight, privacy and outlook.	No acceptable outcome is nominated.	Complies (PO15) The proposed development has been designed to maintain residential amenity through appropriate building setbacks, landscaping, acoustic treatment, on-site car parking, managed access and servicing arrangements. Potential impacts associated with noise, lighting, traffic, privacy and outlook are appropriately mitigated through the site layout and supporting technical reports. The proposed development is therefore not expected to adversely impact the amenity of surrounding residential areas.

Performance outcomes	Acceptable outcomes	Response
PO₁₆ Site layout, building design and landscaping facilitates the security of people and property having regard to: (a) opportunities for casual surveillance of and sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) exterior building design and orientation which promote safety; (c) adequate definition of uses and public and private ownership; (d) adequate lighting; (e) appropriate way-finding mechanisms (e.g. signage); (f) minimisation of entrapment locations; and (g) building entrances, loading and storage areas being well lit and lockable after hours.	AO_{16.1} Setbacks are provided from all boundaries in accordance with acceptable outcome AO10.2; AO_{16.2} The development does not introduce lighting which is inconsistent with a residential area; AO_{16.3} Sunlight access for the private open space or habitable rooms on adjoining properties or private open spaces on the subject site is not reduced to less than 3 hours between 9am and 3pm on June 21, or AO_{16.4} Where existing overshadowing by building and fences is greater than this, sunlight is not further reduced by 20%.	Complies (AO16.1) The proposed development provides appropriate setbacks from all boundaries, as outlined in the response to AO10. Complies (AO16.2) Lighting associated with the development will be designed, installed and operated to avoid nuisance spill or glare to adjoining residential premises and can be addressed through standard conditions of approval. Complies (AO16.3) Given the single storey built form, low building height and compliant boundary setbacks, the proposed development is not expected to result in any unreasonable overshadowing of adjoining private open space or habitable rooms. Accordingly, sunlight access to adjoining residential premises will be maintained. Complies (AO16.4) As above.
PO₁₇ Development is designed to incorporate graffiti-prevention measures.	AO_{17.1} Building design and layout incorporates the following features where practical: (a) designs with an absence of 'natural ladders'; (b) minimal unbroken vertical surface areas; and (c) graffiti-deterrent surface treatments.²	Complies (AO17.1) The proposed building incorporates varied external materials, glazing, screening and articulated façade elements to minimise large blank wall surfaces. The building design avoids obvious climbing points where practical and will incorporate durable, graffiti-deterrent finishes suitable for a non residential building.

² Amended on 27 April 2018

Performance outcomes	Acceptable outcomes	Response
PO₁₈ Development for non-residential uses provides landscaping that: (a) is consistent with the dominant landscape character appearance of the streetscape in an established area and intended in the zone and character overlay in which the site is located; (b) provides an attractive interface between the use, the streetscape and adjoining residential uses (c) provides and maintains: (i) the privacy and amenity for adjoining residential uses (ii) sight lines and overlooking to public spaces and the street to enable casual surveillance (iii) a clearly defined pedestrian entry point for visitors and customers that is separated from the driveway; (iv) established trees (including street trees) and other significant existing vegetation.	AO_{18.1} Where not involving reuse of a premises development provides a minimum 3m wide landscaped garden strip along the frontage of the site.	Complies (PO18) Refer to Section 4.2 of the Town Planning Report
PO₁₉ Development for non-residential uses provide car parking and loading and servicing areas that: (a) are located to minimise impact on any adjoining residential premises (b) are located behind the building, and hardstand areas do not dominate the streetscape; (c) prioritise the movement and safety of pedestrians along the frontage of the site, and between the street frontage and the entrance to the building; (d) are integrated into the building design and include screening and buffering to reduce negative impact on adjoining residential uses	No acceptable outcome is nominated.	Complies (PO19) The proposed car parking, loading and servicing areas are appropriately located and designed to minimise impacts on adjoining residential premises. While car parking is provided to the street frontage and side of the building, it is integrated with landscaping, pedestrian pathways and on-site circulation so that hardstand areas do not unreasonably dominate the streetscape. The proposed development provides safe pedestrian movement between the South Street frontage, car parking area and building entrance. Loading, servicing and waste collection are accommodated within the designated services / ambulance bay, with appropriate screening and buffering provided to reduce impacts on adjoining land.

Performance outcomes	Acceptable outcomes	Response
PO ₂₀ Development for a sensitive use on land within 250m of land within the Medium Impact Industry Zone must not result in that use being exposed to industrial air, noise or odour emissions that impact on human health, amenity and wellbeing.	AO _{20.1} The use is designed to ensure that: (a) the indoor noise objectives set out in the <i>Environmental Projection (Noise) Policy 2008</i> are met; and (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> , are met. <i>Note: Design measure that may assist in achieving the acceptable outcome may include:</i> (a) landscaping; (b) setbacks; (c) the orientation of buildings away from the industrial area; and (d) barriers, mounds and fencing; and/or screening.	Complies (AO20.1) The proposed development is not expected to generate air quality impacts beyond those ordinarily associated with a small-scale non-residential use. Noise impacts will be appropriately managed through the proposed building design, setbacks, landscaping, acoustic treatment and operational management measures. The proposal is therefore capable of achieving the relevant noise and air quality objectives.
PO ₂₁ Where located on land that is affected by environmental emissions generated by an operational rail corridor, sensitive development mitigates noise generated by the railway to the extent that it adversely impacts on the development.	No acceptable outcome is nominated.	Not Applicable (PO21) The proposed development is not affected by environmental emissions.
Development involving Animal Keeping (where for Stables) in the Clifford Park Stables Precinct		
Not Applicable The proposed development does not involve Animal Keeping.		
Development in the Park Residential Precinct		
Not Applicable The subject site is not within the Park Residential Precinct.		

Table 7.2.2:1 – Glenvale Local Plan Code – assessment benchmarks for assessable development

Performance outcomes		Acceptable outcomes	Response
General (applies to all land within the Local Plan area)			
Open Space Network			
PO ₁	Additional public open space is provided in association with new development, to meet the expanding demand for new recreation parks and sport parks generated by new residents. Public open space is highly accessible to all residents and visitors.	AO _{1.1} New open space and recreation parks are provided consistent with Glenvale Local Plan Map No.1.	Not Applicable (PO1) The subject site is not identified as requiring new open space and/or recreation parks on the Glenvale Local Plan Map No.1.
Where located on or adjacent to land mapped as Open Space on Map 2 – Elements			
Not Applicable			
The subject site is not located on or adjacent to land mapped as Open Space on Map 2 – Elements.			
Road Network and Boulevards			
PO ₆	Development does not comprise the safe and efficient operation of the road network.	AO _{6.1} The number of new intersections or access points provided on Glenvale Road and Greenwattle Street is minimised.	Not Applicable (AO6.1) The subject site not located on Glenvale Road and no new intersection or access point is proposed on Greenwattle street.
PO ₇	The location and construction of new roads does not fragment or sever open space corridors and linkages.	AO _{7.1} The location and alignment of new roads is consistent with the transport network illustrated on Glenvale Local Plan Map No.1.	Not Applicable (AO7.1) The proposed development does not involve the creation of new roads.

Table 9.3.2:1 Community and Recreation Uses Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Character		
PO₁ Development positively contributes to a pleasant streetscape and complements the character of the locality, having regard to: (a) avoidance of large blank walls through variations in plan shape, such as curves, steps, recesses, projections or splays; and (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a facade; (c) use of elements of a finer scale than the main structural framing; (d) planting at any or all levels, including on podiums or roof decks; and (e) use of murals and artworks.	No acceptable outcome is nominated.	Complies (P01) The proposed Indoor Sport and Recreation Facility has been designed to positively contribute to the existing streetscape and character of the locality. Alternating colours and material have been included along the external walls, and landscaping along each boundary, to provide articulation and variation in building form.
PO₂ Development has a high quality appearance and makes a positive contribution to the streetscape having regard to orientation of buildings to the street and incorporation of way-finding elements.	AO_{2.1} The unarticulated length of external walls along a road frontage does not exceed 15m. AO_{2.2} Pedestrian entries: (a) are visible from the street and visitor car parking areas and are separate to vehicle access points; (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900mm wide from the external building face to the outermost projection; and (c) are defined by human scale design elements (such as, doors, windows, awnings, a portico, landscaping, etc).	Complies (AO2.1) No unarticulated wall lengths exceeding 15m are proposed. Complies (AO2.2) (a) The main pedestrian entry to the development is easily identifiable from South Street. Similarly, the pedestrian crossing into the common property is visible from the street. Both entrances are separated from the vehicle access point. (b) A wide covered entrance is proposed along the southern façade/main entrance to the building. This shelter significantly exceeds 900mm in depth. (c) Doors and other features are proposed at a human scale.

Performance outcomes	Acceptable outcomes	Response
PO ₃ A variety of building materials, textures and colours, building elements, articulation and landscaping are used to provide visual interest.	No acceptable outcome is nominated.	Complies (PO3) A wide variety of materials, textures, colours, articulation and landscaping elements are used to provide visual interest.
PO ₄ Landscaping is provided to enhance the appearance of the development and unsightly components are screened.	AO _{4.1} Where a front setback is provided, landscaping is provided ¹ along all road frontages of the site. AO _{4.2} Outdoor work, storage (including bin storage) and servicing areas are: (a) not located adjacent to any road frontage; and (b) screened from public view by either: (i) a 1.8m high solid wall or fence, constructed in materials and colours compatible with the main building on site; or (ii) mature landscaping that has the same effect as a 1.8m high wall. AO _{4.3} A minimum of 5% of the site is used to provide landscaping.	Complies (AO4.1) Landscaping is provided along the entire road frontage with South Street. Complies (PO4.2) A condition of approval can be applied to ensure that bins in the proposed bin enclosure for the Indoor Sport and Recreation Facility is suitably screened.
PO ₅ Building design and site layout, optimise accessibility and convenience for users, particularly pedestrians.	No acceptable outcome is nominated.	Complies (PO5) The main entrance to the Indoor Sport and Recreation Facility has been located where it is most easily accessible via the internal access driveway and from South Street.

¹ Landscaping is to be provided to a standard specified in the Landscape Code.

Performance outcomes	Acceptable outcomes	Response
Amenity		

PO₆ Development is compatible with the amenity of surrounding land, having regard to: (a) the location and type of vehicular access; (b) hours of operation; (c) traffic; (d) the location of car parking areas; (e) waste storage and collection, and litter management; (f) signage; (g) visual amenity; (h) privacy; and (i) noise, odour and dust emissions.	No acceptable outcome is nominated.	Complies (PO6) (a) The development is accessible via the internal access driveway (Common Property), which in turn connects to Distributor roads. This provides for ease of access to the development and between it and those to the north and east, whilst minimising any impacts on traffic flow on the adjoining roads. (b) Refer to Section 4.4 of the Town Planning Report for a discussion demonstrating that the proposed 24 hour operation will have no adverse noise impacts. (c) The proposal is not of a nature likely to generate a volume of traffic inappropriate to the internal access road or South Street or Greenwattle Street. In fact, traffic generation will be below the levels of traffic anticipated by the development currently approved over the subject site. (d) Although car parking is located towards the road frontage, the visual amenity of it is substantially improve with landscaping both surrounding and within the car park. No inappropriate visual impacts will be caused. (e) The building has been designed to include alternating colours and materials, and significant landscaping, to increase visual amenity. (f) Signage is not proposed as part of this development application (g) The development is of a scale (one storey) consistent with the scale of other non-residential development existing and approved in the vicinity of the site, and also the existing residential dwellings to the north and west of the development. The development provides a high quality appearance through architectural design and landscaping. (h) The development is not designed such that it has the potential to cause adverse privacy impacts on nearby residential developments. Windows and activity areas, and landscaping are designed to avoid privacy impacts, and a solid 1.8m high fence
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Performance outcomes	Acceptable outcomes	Response
		will be maintained between the development and adjoining sensitive land uses.
Child Care Centre		
Not Applicable No Child Care Centre is proposed		

Table 9.3.1:1 – Centre Activities Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
The following apply to all applicable development in any location.		
Built Form		
PO ₁ Buildings are finished with high quality materials, selected for their durability and the contribution they make to the character of the area in which the site is located.	No acceptable outcome is nominated.	Complies (PO1) The proposed development incorporates a refined and high-quality material palette. Refer to the Proposal Plans (Appendix B). This includes colourbond sheeting, sheet glass, and metal feature panels.
PO ₂ Buildings are designed with flexible layouts to enable occupancy by different land uses over time.	AO _{2.1} Buildings have floor to ceiling heights that are in accordance with the following: (a) ground level: 3.3m minimum to allow for commercial and/or retail uses; and (b) all other floors: 2.7m minimum.	Complies (PO2) The proposed development incorporates a functional internal layout that is capable of accommodating changes in tenancy configuration and future adaptation over time. While the ground floor provides a floor-to-ceiling height of 3.0m rather than the 3.3m specified by AO2.1, the proposed Indoor Sport and Recreation and Health Care Service uses are appropriately accommodated within the building, and the design retains sufficient flexibility to support a range of compatible commercial and community service uses in the future. Refer to the Proposal Plans at Appendix B .
PO ₃ Development includes fenestration and sun shading devices which: (a) shade buildings; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimise heating loads; (e) conserve energy; and (f) provide texture to building facades.	No acceptable outcome is nominated.	Complies (PO3) The proposed development incorporates fenestration, overhangs and shading elements that provide effective sun control, reduce glare and heat gain, and enhance façade articulation, thereby improving thermal performance and energy efficiency.
PO ₄ Public spaces have adequate access to direct sunlight ¹ .	AO _{4.1} The development does not cast additional shadows on public parks, gardens or squares between the hours of 11:00 am and 2:00 pm on 22 September (equinox).	Complies (AO4.1) The proposed development does not adjoin or impact any public parks, gardens or squares. Accordingly, no additional overshadowing of such spaces will occur.

¹ Council may request a shadow analysis be prepared to demonstrate compliance with the performance outcome.

Performance outcomes	Acceptable outcomes	Response
PO₅ Development including accommodation activities provides residents of the site with a high level of safety and security.	AO_{5.1} Entries to residential uses are prominent when viewed from the street, clearly defined, signposted and well lit. AO_{5.2} Separate entrances are provided to residential uses and non-residential uses on the same site.	Not Applicable (AO5.1) The proposed development does not involve residential uses. Not Applicable (AO5.2) The proposed development does not involve residential uses.
PO₆ Any loading/unloading areas and outdoor storage areas are located and designed to be unobtrusive from neighbouring residential premises and public places.	AO_{6.1} Loading/unloading areas are located in a building or enclosure or otherwise screened from neighbouring residential premises or public view.	Complies (AO6.1) The proposed development includes a dedicated service / ambulance bay to accommodate occasional servicing, loading and waste collection. The service area is located internal to the site and is separated from the South Street frontage by the car parking area and landscaping. Given the limited servicing requirements of the proposed uses and the visually unobtrusive location/design of the servicing area, the arrangement is not expected to result in unreasonable visual or amenity impacts on adjoining residential premises or the public realm.
PO₇ Development is oriented to the streets and pedestrian places it fronts and provides a strong relationship between internal and external spaces with frontage treatments that add to the attractiveness of the place for pedestrians.	No acceptable outcome is nominated.	Complies (PO7) The proposed development is appropriately orientated towards South Street and the internal pedestrian / car parking areas. The building includes glazing, awnings, signage zones and a covered pedestrian walkway along the frontage, which provides an attractive and legible presentation to pedestrians. Clear pedestrian connections are provided between South Street, the internal access road, car parking area and building entrance. On this basis, the proposal provides a strong relationship between the building, street frontage and pedestrian access areas.

Performance outcomes	Acceptable outcomes	Response
PO₈ The architectural treatment of facades avoids large blank walls, and enhances the existing streetscape character through the use of design elements such as: (a) variations in plan shape, such as curves, steps, recesses, projections or splays; (b) variations in the treatment and patterning of windows, sun protection devices, or other elements of a façade; (c) elements of a finer scale than the main structural framing; (d) planting at any or all levels, including on podiums or roof decks; and (e) murals and artworks.	No acceptable outcome is nominated.	Complies (PO8) The proposed development incorporates appropriate façade articulation and architectural treatment. The building avoids large blank walls through the use of glazing, awnings, signage zones, vertical screening elements and varied external cladding. These design elements provide visual interest and break up the building form when viewed from South Street and the internal car parking area. Landscaping is also provided along the site frontage and around the car parking area to soften the built form and enhance the presentation of the development to the streetscape.
PO₉ Roof forms and spaces are designed as an integral part of the design and function of the building, contributing to the architectural quality and articulation of the skyline, the overall composition of the building form and the use of the building. For all buildings: (a) plant or lift equipment, vents and other technical equipment including solar or water collectors are integrated into the overall design of the building so that they do not disrupt the roof profile; (b) the design of the roof profile provides articulation and considers the view from the street, surrounding higher buildings and distant views; and (c) where practicable, building design provides for: (i) activation of the roof spaces for recreation and amenity space through the incorporation of features such as windows, skylights, roof terraces etc. which take advantage of the access to sunlight and distant views; and (ii) the incorporation of rainwater and solar energy collection within the roof profile.	No acceptable outcome is nominated.	Complies (PO9) The proposed roof form is integrated with the overall design and function of the building. The development is single storey and low scale, with a simple contemporary roof profile that complements the overall building form. Any plant, vents or technical equipment can be appropriately screened or integrated into the roof design to avoid visual dominance from the street or adjoining land. The roof form contributes to a clean and articulated built form presentation, while maintaining a scale and appearance that is compatible with the surrounding locality.

Performance outcomes	Acceptable outcomes	Response
PO₁₀ Development responds to the topography of the centre in a way that promotes integration and connectivity between individual development sites, with ground level changes addressed by measures including: (a) incorporation of changes in ground level within the design of buildings to minimise the extent of external retaining walls; (b) use of external stairs, ramps, landings to provide for pedestrian movement between locations with different ground levels; and (c) seating, landscape treatments and the like to enhance the appearance of external retaining walls.	No acceptable outcome is nominated.	Complies (PO10) The proposed development responds to the site's topography through coordinated earthworks and building siting, creating level pads and efficient circulation areas. The development is connected to other development sites in the centre by the shared driveway area, which provides for access between sites. Connectivity to the north and west is not appropriate where this land is used for residential purposes.
PO₁₁ Universal access is provided from the site to the pedestrian paths along the road frontage's to the site and adjoining sites and public areas.	AO_{11.1} Changes of level at the site boundary allow access from the road, pedestrian paths and to adjoining sites to comply with <i>AS1428—Design for Access and Mobility</i>.	Complies (AO11.1) A standard condition of approval can be imposed to ensure compliance.

Performance outcomes	Acceptable outcomes	Response
PO₁₂ Development contributes towards a comfortable and safe public realm by providing: (a) pedestrian-friendly and attractive facades; (b) comfortable, safe and sheltered pedestrian pathways; and (c) outdoor spaces which encourage regular and casual usage and which can accommodate street furniture, landscaping and shelter.	AO_{12.1} Main entrances front the street, pedestrian pathway or public space to which the building has frontage. AO_{12.2} Where buildings are located on a corner site, the main entrance to the building faces the primary road frontage or the corner. AO_{12.3} Development provides clear windows at ground level and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors. AO_{12.4} New buildings incorporate footpath awnings such that: (a) the awning fully covers the pedestrian pathways along the front of the building which lie within the development site; (b) if the building abuts the street frontage, the awning covers the full width of the footpath but does not exceed past a vertical plane 1.5m inside the kerbline to enable street trees to be planted and grow or 0.6m inside the kerbline where trees are established; (c) the awning is aligned to provide continuity with shelter on adjoining sites; and (d) the awning is cantilevered from the main building with any posts within the footpath being non-load bearing. AO_{12.5} If development does not provide awnings as outlined in AO_{12.4}, pedestrian shelter is provided as a free standing structure (such as an umbrella), and: (a) is provided and maintained by the building owner on their premises; (b) does not interrupt the normal flow of pedestrians; (c) is a minimum 2.5m above pavement height; (d) does not extend past a vertical plane 0.6m inside the kerbline; (e) minimises the number of posts; and (f) is constructed in lightweight materials. AO_{12.6} Where constructing an awning or other device over a footpath, a lighting system is provided according to <i>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i>, while still being a minimum of 20 lux at footpath level.	Complies (PO12) The proposed development contributes to a comfortable and safe public realm. The building is orientated toward South Street and the car parking area, with glazing, awnings and pedestrian pathways providing a legible and attractive frontage. The development includes clear pedestrian connections between South Street, the internal access road, car parking area and building entrance. The covered pedestrian walkway along the front of the building provides weather protection and supports safe access to the tenancies. Landscaping is also provided around the site frontage and car parking area to soften the built form and improve the presentation of the development to the public realm.

Performance outcomes	Acceptable outcomes	Response
PO ₁₃ Appropriate and adequate bicycle parking facilities are provided to service the staff, services and visitors to the development.	AO _{13.1} Bicycle parking facilities are provided in accordance with the <i>Austroads Guide to Traffic Management – Part 11: Parking (Section 7.8.5)</i> , and are designed to meet AS 2890.3-1993.	Complies (PO13) The proposed development provides sufficient space within the site to accommodate bicycle parking facilities for staff and visitors, where required. A standard condition can be imposed requiring bicycle parking to be provided in accordance with the Austroads Guide to Traffic Management – Part 11 and AS2890.3-1993, where required.
PO ₁₄ Development provides street furniture and landscape works which contributes to the desired character and landscaping theme of the centre in which the site is located.	AO _{14.1} The development provides seating, drinking fountains, shade structures and shelters, litter bins, bicycle parking facilities, signs, bollards and lighting.	Complies (PO14) The proposed development provides sufficient space within the site to accommodate appropriate furniture, signage, lighting, bicycle parking and landscape works, where required. A condition of approval can be applied requiring the provision of a landscape plan for Council's endorsement.
PO ₁₅ The development incorporates: ² (a) opportunities for casual surveillance and sightlines to public spaces, car parking and other potentially vulnerable locations; (b) exterior building designs which promote safety by maximising windows or active uses and avoiding concealed spaces or potential entrapment spaces; (c) adequate definition of private, semi private and public space; (d) adequate lighting especially of potential entrapment locations; and (e) appropriate way-finding mechanisms.	No acceptable outcome is nominated.	Complies (PO15) The proposed development incorporates appropriate CPTED principles. The building is orientated toward the car parking area and South Street frontage, with glazing and building entries providing opportunities for casual surveillance. Pedestrian pathways provide clear movement between the car park, building entrance, internal access road and street frontage. The layout provides clear distinction between public access areas, car parking, servicing areas and building entries. Lighting, signage and wayfinding can be provided as part of detailed design to ensure safe and legible access throughout the site.

² Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland will provide relevant guidance to which applicants should have regard in demonstrating compliance with this performance outcome.

Performance outcomes	Acceptable outcomes	Response
PO₁₆ Car parks and service areas are located and designed: (a) to be discrete with respect to their size, location and impact on the street frontage; (b) to minimise the impact on any adjoining residential premises; (c) to ensure that car parking does not dominate the frontage of the site; (d) to facilitate clear and safe pedestrian access to the entrance of the building; and (e) for landscaping and shade trees to soften the impact of car parking and service areas where contained at the front of the site.	AO_{16.1} Car parking and service areas are concealed within, under or behind buildings. AO_{16.2} No vehicular access point is closer than 3m to the boundary with accommodation activities or residential zones.	Complies (PO16) The proposed car parking and servicing areas are appropriately located and designed. Car parking is provided at the front of the site, however is broken up by landscaping and pedestrian pathways to reduce its visual dominance and maintain safe access to the building entrance. The layout also provides clear vehicle circulation, a dedicated service / ambulance bay and pedestrian connections between the building, car parking area, internal access road and South Street frontage. Landscaping is provided around the site frontage, side boundaries and within the car parking area to soften the presentation of the parking and service areas. On this basis, the proposal achieves a safe, functional and visually appropriate car parking and servicing outcome. Complies (AO16.2) The proposed vehicular access points are not located within 3m of a boundary adjoining accommodation activities or residential zones.
PO17 Structures, buildings and fences do not obstruct pedestrian and cyclist sightlines especially at vehicle access points.	No acceptable outcome is nominated.	Complies (PO17) The proposed building, access and car parking layout have been designed to maintain appropriate pedestrian and cyclist sightlines, particularly at vehicle access points. Pedestrian pathways are provided between the building entrance, car parking area, internal access road and South Street frontage. The Traffic Impact Assessment Report confirms that the proposed access, internal circulation and pedestrian arrangements are suitable for the intended use. On this basis, the proposal will not obstruct pedestrian or cyclist sightlines.

Performance outcomes	Acceptable outcomes	Response
Managing Impacts		
PO ₁₈ The privacy of on-site residents and residents of adjacent properties is adequately protected from visual intrusion.	AO _{18.1} Habitable room windows of a dwelling unit are separated a minimum of 9m from a habitable room window or private open space of another dwelling unit. OR AO _{18.2} Outlook from windows, balconies, and terraces of a dwelling unit is screened where a direct view within 9m is available into a habitable room or private open space of another dwelling unit. OR AO _{18.3} Windows have translucent glazing or sill heights of at least 1.5m where within 9m of a habitable room or private open space of a dwelling unit. AO _{18.4} Where screening is used, it is: (a) a solid translucent screen or perforated panels or trellises which have a maximum of 50% openings; and (b) permanent and fixed, and designed to complement the development.	Not Applicable (AO18.1) The proposed development does not involve habitable rooms or a dwelling unit.
PO ₁₉ Noise, vibrations and odour are adequately attenuated and managed so they do not cause environmental harm or nuisance, nor unreasonably affect the amenity of nearby sensitive land uses ^{3, 4}	No acceptable outcome is nominated.	Complies (PO19) A standard condition of approval can be imposed to ensure compliance.
PO ₂₀ Plant such as air-conditioning and refrigeration units are located and treated so as not to be visually obtrusive or create noise impacts on adjoining or nearby uses.	No acceptable outcome is nominated.	Complies (PO20) A standard condition of approval can be imposed to ensure compliance.

³ 'Sensitive land use' is defined in the Planning Regulation 2017

⁴ In order to demonstrate compliance with the performance criterion, Council may request the preparation of a report, prepared by a suitably qualified person, detailing compliance.

Performance outcomes	Acceptable outcomes	Response
PO ₂₁ Lighting is designed in a manner to ensure ongoing amenity and safety whilst ensuring surrounding areas are protected from undue glare or lighting overspill.	AO _{21.1} Lighting does not exceed 8.0 lux at 1.5m from beyond the site boundary. AO _{21.2} Light is not directed towards land used for existing or future accommodation activities and is directed downward and shielded at its source. AO _{21.3} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of <i>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i> .	Complies (AO21.1) A standard condition of approval can be imposed to ensure compliance. Complies (AO21.2) A standard condition of approval can be imposed to ensure compliance. Complies (AO21.3) A standard condition of approval can be imposed to ensure compliance.
Landscaping		
PO ₂₂ Street trees and landscaping positively contribute to the character and amenity of the centre, particularly through the treatment of pedestrian routes and nodes and car parks. ⁵	No acceptable outcome is nominated.	Complies (PO22) The development provides landscaping along the site frontage. Having regard to the pedestrian footpath existing on South Street, there is insufficient area to provide street trees within the verge. Onsite landscaping at the site frontage will provide for appropriate street trees and landscaping at the site frontage. Landscaping is provided adjacent to all pedestrian routes and it is well distributed through the proposed car parking area. Further discussion on the proposed landscaping arrangement is provided at Section 4.1.3 of the Town Planning Report.

⁵ The Landscaping Code sets out additional requirements for the provision of landscaping.

Performance outcomes	Acceptable outcomes	Response
Movement Networks		
PO₂₃ On sites greater than 1,500m² or where involving multiple adjoining sites or where the site adjoins land included in the centre zone, development maintains or provides continuous, attractive, direct, convenient, safe and effectively signed routes through sites for pedestrians and cyclists, providing for: (a) access to public transport facilities; (b) links to car parking areas; and (c) improved permeability and accessibility within a centre and/or between attractors such as (but not limited to) Educational Establishments, Child Care Centres, Community Uses, Hospitals and Shopping Centres.	AO_{23.1} Pedestrian connections: (a) are properly illuminated at all times; (b) are lined with active frontages such as display windows, shops, food and drink outlets; (c) are a minimum 3m wide; and (d) include a separate bikeway if appropriate	Complies (PO23) The proposal involves pedestrian connections directly to South Street, and to the shared driveway area servicing the subject site. The arrangement provides for convenient permeability through the centre for pedestrians and cyclists.
PO₂₄ Pedestrian pathways to public transport stops are clear and direct, and have a high degree of visibility, activity and surveillance along their entire length.	No acceptable outcome is nominated.	Not Applicable (PO24) The proposed development does not involve public transport stops.

Performance outcomes	Acceptable outcomes	Response
The following apply to all applicable development when located inside of a Community Facilities Zone, Low-medium Density Residential Zone, Low Density Residential Zone, Rural Zone, Rural Residential Zone and Township Zone		
PO25 Development does not undermine the role and function of any of the centre zones.	No acceptable outcome is nominated.	Complies (PO25) The proposed development will not undermine the role or function of any centre zone. The proposed Indoor Sport and Recreation and Health Care Service uses are intended to provide a local health, fitness and wellbeing offering to the surrounding Glenvale community, rather than operate as a higher order centre activity or destination retail use. The Health Care Services land use is already approved over the site, and there is an economic need for the proposed Indoor Sport and Recreation (Gym) land use. Refer to Section 4.1 of the Town Planning Report for further discussion.
PO26 The amenity of the locality is not unreasonably affected as a result of the activity.	AO26.1 Hours of operation are limited to 7:00 am to 6:00 pm Monday to Saturday where in a zone other than a centre zone.	Complies (PO26) While the proposed gym tenancy is intended to operate on a 24 hour, seven day per week basis, the use is not expected to unreasonably affect the amenity of the locality. The proposed development will operate from a purpose built building, with activity wholly contained indoors and managed through the design, layout and operational characteristics of the use. The application is supported by an Environmental Noise Impact Assessment, which confirms that the proposed development can achieve acceptable acoustic outcomes, subject to appropriate design and operational measures. Refer to Section 4.3 of the Town Planning Report for further information.

Performance outcomes	Acceptable outcomes	Response
PO27 Parking and vehicular access is located to minimise the impact on any adjoining land used for residential purposes.	AO27.1 Car parking areas do not adjoin any residential premises. AO27.2 No vehicular access point is located closer than 10m to a boundary that adjoins a residential premises.10	Complies (PO27) The proposed car parking and access arrangements have been designed to minimise impacts on adjoining residential premises to the north and west of the site. Vehicle access is provided via the existing internal access road within common property, which connects to South Street and Greenwattle Street. The car parking area is located internal to the site and is supported by appropriate setbacks, landscaping and on site circulation arrangements. Landscaping is provided around the site boundaries and within the car parking area to assist in softening the visual presentation of the parking area and providing separation to adjoining residential land uses. On this basis, the proposed parking and vehicular access arrangements are appropriately located and designed to minimise impacts on adjoining residential premises. Refer to Section 4.0 of the Town Planning Report for further information.
The following apply to specific uses.		
Where a Service Station		
Not Applicable The proposed development does not involve a Service Station.		

Table 9.4.2:1 – Environmental Standards Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Outdoor Lighting		
PO₁ Development does not unacceptably reduce the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces as a result of light spill.	AO_{1.1} No outdoor lighting is proposed as part of the development. OR AO_{1.2} Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian Standard 'AS4282-1997 control of the obtrusive effects of outdoor lighting'. AO_{1.3} For sporting fields and sporting courts the technical parameters, design, installation, operation and maintenance comply with the requirements of Australian Standard AS4282-1997 – Control of the obtrusive Effects of Outdoor Lighting and a compliance statement by a lighting designer has been provided in accordance with the Australian Standard (Section 4). AO_{1.4} Where light spillage outside of the property boundary is likely to result in levels above those mentioned in AO_{1.3} the applicant has provided a lighting proposal and impact assessment (environmental and amenity) as part of the application which has demonstrated that the lighting will not create nuisance issues for surrounding sensitive receptors. AO_{1.5} For private sporting courts the lighting system: (a) is baffled or shielded to ensure that a light source is not directly visible from a Habitable Room window of an adjoining Dwelling; and (b) the luminaire does not exceed a height of 8m above the court surface. AO_{1.6} The alignment of streets, driveways and servicing areas avoid vehicle headlight impacts on adjacent residential dwellings.	Not Applicable (AO1.1) Complies with AO1.1 Complies (AO1.2) The proposed outdoor lighting has been designed to comply with the requirements of Australian Standard 'AS4282-1997 control of the obtrusive effects of outdoor lighting'. A standard condition can be imposed to ensure compliance with the relevant standards. Not Applicable (AO1.3) The proposed development does not involve a sporting field or sporting court. Not Applicable (AO1.4) The proposed development is not considered to create light spillage outside of the property boundary that is likely to result in levels above those mentioned in AO1.3 Not Applicable (AO1.5) The proposed development does not involve private sporting courts. Not Applicable (AO1.6) The proposed development does not involve altering the existing movement network, both external and internal. The driveway crossovers proposed to the internal driveway will not result in vehicle headlights impacting on adjacent residential dwellings.

Performance outcomes	Acceptable outcomes	Response
PO ₂ Outdoor lighting (excluding street lighting, normal residential lighting and low level security lighting) situated in excess of 4m above ground level does not jeopardise the safety or well-being of any pedestrian, cyclist or motorist. Light emissions do not reduce the ability of transport system users to see essential details of the route ahead, including signalling systems and signage.	AO _{2.1} Outdoor lighting situated in excess of 4m above ground level is provided in accordance with Australian Standard <i>AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i> .	Complies (AO2.1) Outdoor lighting situated in excess of 4m above ground level will be provided in accordance with Australian Standard AS1158.1.1:2005 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements. A standard condition can be imposed to ensure compliance with the relevant requirements.
PO ₃ Outdoor Lighting does not cause unreasonable disturbance or cause detrimental impacts to any significant natural environment.	AO _{3.1} The vertical illumination emanating from the outdoor lighting does not exceed one (1) lx on land within the Environmental Significance Overlay.	Not Applicable (AO3.1) The subject site is not located within the Environmental Significance Overlay.
PO ₄ Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed to proactively address possible obtrusive light nuisance.	AO _{4.1} Proposed sensitive land uses adjoining existing lawful non-residential uses with significant lighting for community purposes, security or safety reasons are designed in a manner to mitigate any light nuisance impacts from the existing lawful use by establishing: (a) shielding or louvers on windows facing the light source; (b) orientating buildings and bedrooms so that external lighting does not impact on residents during night time hours; and (c) utilising earth embankments, landscaping or other physical measures to shield existing light sources.	Not Applicable (PO4) No sensitive land use is proposed.

Performance outcomes		Acceptable outcomes		Response					
Odour									
PO ₅	Development does not unreasonably affect the amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.	AO _{5.1}	The development does not involve activities that create odorous air emissions.	Complies (AO5.1) The proposed development does not involve activities that will create odorous air emissions or create an unreasonable impact on amenity and environmental quality of environs, especially of any nearby residential premises or public spaces due to odour impacts.					
		OR AO _{5.2}	The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i> .						
		AO _{5.3}	The development will not result in the release of noxious or offensive odours beyond the boundary of the site that cause environmental nuisance at any odour sensitive place, i.e. sufficient buffering is available within the development site itself to dissipate odour issues. <i>Note: An Odour Assessment Report provided with the application may be necessary to demonstrate compliance with AO5.3..</i>						
PO ₆	Lot reconfigurations for residential or other environmentally sensitive land uses do not encroach upon existing or approved uses that may detrimentally impact upon the amenity of those proposed uses in terms of odour nuisance.	AO _{6.1}	Lots for residential or other environmentally sensitive land uses are not located within the distances from specific uses outlined in Table 9.4.2:2 at the end of this code.	Not Applicable (PO6) The proposal does not involve a lot reconfiguration.					
		AO _{6.2}	Where lots for residential or other environmentally sensitive land uses are located within the distances from specific existing uses outlined in Table 9.4.2:2, an Odour Assessment Report has been provided to demonstrate that the development will achieve the following thresholds therefore minimising odour nuisance.						
			<table><tr><th>Existing Use/Activity</th><th>Odour Level at Sensitive Receiving Environment.</th></tr><tr><td rowspan="2">All Activities</td><td>2OU/m³ 3 minute average, 99.5th percentile.</td></tr><tr><td>4OU/m³ 3 minute average, 99.9th percentile.</td></tr></table>		Existing Use/Activity	Odour Level at Sensitive Receiving Environment.	All Activities	2OU/m³ 3 minute average, 99.5th percentile.	4OU/m³ 3 minute average, 99.9th percentile.
Existing Use/Activity	Odour Level at Sensitive Receiving Environment.								
All Activities	2OU/m³ 3 minute average, 99.5th percentile.								
	4OU/m³ 3 minute average, 99.9th percentile.								
PO ₇	Putrescibles waste generated as a result of the development does not cause odour nuisance issues for adjoining land uses.	AO _{7.1}	The development ensures that all putrescibles waste will be stored in a manner that prevents odour nuisance and fly breeding and will be disposed of at intervals not exceeding seven (7) days.	Complies (AO7.1) A condition of approval can be applied to ensure compliance.					

Performance outcomes	Acceptable outcomes	Response
Noise		
PO₈ The generation of noise from the premises does not cause Environmental Harm or Nuisance to adjoining properties or other noise sensitive land uses. (a) Development: (i) is located in an appropriate zone; (ii) proposes best practice design and construction materials (in relation to noise attenuation); and (iii) proposes operational practices that will minimise noise nuisance for adjoining sensitive land uses.	AO_{8.1} The development will achieve the following noise levels (when measured at the nearest sensitive receiver): (a) Background (L₉₀) + 5dB(A) for variable noise between the hours of 7:00 am to 10:00 pm (measured at the facade of the sensitive land use); (b) Background (L₉₀) + 3dB(A) for variable noise between the hours of 10:00 pm and 7:00 am (measured within bedrooms assuming open windows); (c) Background (L₉₀) for continuous noise sources (measured at the facade of the sensitive land use between 7:00 am and 10:00 pm and within bedrooms assuming open windows from 10:00 pm – 7:00 am); and (d) maximum limit L_{Amax} 45dB(A) inside dwellings; and The development will achieve the Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. HOWEVER AO_{8.2} Where a development is unable to meet noise levels specified in AO_{8.1} an acoustic assessment has been undertaken by a suitably qualified and skilled person which demonstrates that the development will not result in environmental nuisance at any existing or likely future residential premises (within a 10 year planning horizon).	Complies (PO8) Refer to Section 3.3 of the Town Planning Report.

Performance outcomes	Acceptable outcomes	Response																											
PO ₉ Development (other than licensed premises operating under a Liquor Licensing Approval) proposing the use of amplified sound equipment is designed, constructed and operated in a manner that is sensitive to the impacts of high and low frequency noise on adjoining sensitive land uses.	AO_{9.1} Where development (other than licensed premises operating under a Liquor Licensing Approval) proposes the use of amplified sound equipment, existing background octave band centre frequencies have been assessed and the development proposes the following maximum sound pressure criterion: <table><tr><th colspan="9">Frequency - Hz - "A" Weighted</th></tr><tr><th></th><th>31</th><th>63</th><th>125</th><th>250</th><th>500</th><th>1K</th><th>2K</th><th>4K</th></tr><tr><th>Background Level SPL dB(A)</th><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td><td>L₉₀ + 5dB(A)</td></tr></table>	Frequency - Hz - "A" Weighted										31	63	125	250	500	1K	2K	4K	Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	Not Applicable (AO9.1) The use of amplified sound equipment is not proposed.
Frequency - Hz - "A" Weighted																													
	31	63	125	250	500	1K	2K	4K																					
Background Level SPL dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)	L ₉₀ + 5dB(A)																					
PO ₁₀ Proposed sensitive land uses in close proximity to existing lawful land uses involving significant noise emissions such as entertainment venues, child care centres, industrial zones or other commercial premises are designed and constructed in a manner that achieves acoustic amenity for the users of the development.	AO_{10.1} The development is designed to achieve the internal noise criterion (Acoustic Quality Objectives) for the particular use as specified within <i>the Environmental Protection (Noise) Policy 2008</i>. AO_{10.2} Where the proposed sensitive land use is not listed in the Environmental Protection (Noise) Policy 2008, the development is designed and constructed to meet the internal sound level design criterion contained in Australian Standard <i>AS2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors</i>. AO_{10.3} Where the sensitive land use is within or adjoining entertainment venues utilising amplified music the applicant has undertaken an acoustic assessment of existing background octave levels and designed the sensitive land use component to mitigate the impacts of low frequency noise (particularly between 31.5Hz and 125Hz).	Not Applicable (PO10) No sensitive land use is proposed.																											

Performance outcomes	Acceptable outcomes	Response
PO ₁₁ Proposed sensitive land uses adjoining Council controlled arterial roads (other than designated 'Transport Noise Corridors') are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	Where development involves a sensitive land use adjoining a Council controlled arterial road (other than designated 'Transport Noise Corridors': AO_{11.1} The development is designed and constructed in a manner that achieves the internal noise Acoustic Quality Objectives listed within the <i>Environmental Protection (Noise) Policy 2008</i>. AO_{11.2} The siting of buildings and selection of construction materials complies with the specifications of Australian Standard AS3671-1989 <i>Acoustics – Road traffic noise intrusion – Building siting and construction</i>.	Not Applicable (PO11) The subject site does not adjoin an arterial road.
PO ₁₂ Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government are designed and constructed in a manner that provides acoustic amenity for users/residents of the development.	AO _{12.1} Proposed sensitive land uses adjoining 'Transport Noise Corridors' as designated by State or Local Government comply with the <i>Queensland Development Code Mandatory Part (MP) 4.4 'Buildings in a Transport Noise Corridor'</i> for all habitable rooms adjoining the corridor.	Not Applicable (PO12) No sensitive land use is proposed and the subject site does not adjoin a transport noise corridor as identified by either Council the State Government.
PO ₁₃ Air conditioning units, refrigeration units and any other form of mechanical ventilation or extraction systems do not adversely impact on the acoustic amenity of surrounding sensitive land uses.	AO_{13.1} Plant of this nature is not elevated, is acoustically shielded (if necessary) and will not be audible at adjoining sensitive receivers. AO_{13.2} Roof-top mounted plant and equipment is located away from surrounding sensitive land uses and is acoustically shielded to achieve a nil increase in background noise levels (L₉₀) at the nearest sensitive receiver.	Complies (PO13) The proposed plant will be located where not impacting acoustic or visual amenity of surrounding sensitive land uses. A condition of approval can be applied to ensure plant is suitably designed and located.
PO ₁₄ The construction phase of the development does not cause adverse acoustic impacts on surrounding sensitive receivers.	AO_{14.1} Building work (including excavation and filling) is only conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). AO_{14.2} Where building work is proposed outside of the acceptable timeframe of 6:30 am to 6:30 pm (Monday – Saturday) the applicant has supplied a 'construction management plan' which adequately addresses noise mitigation measures.	Complies (AO14.1) Building works (inclusive of excavation and filling work) will only be conducted between the hours of 6:30 am and 6:30 pm Monday to Saturday (excluding public holidays). Not Applicable (AO14.2) Building works (inclusive of excavation and filling work) will not occur outside of the hours outlined in AO14.1.

Performance outcomes	Acceptable outcomes	Response
PO ₁₅ Private sporting courts do not create acoustic amenity issues for surrounding sensitive receivers.	AO _{15.1} Private sporting courts are not used between 10:00 pm and 7:00 am. AO _{15.2} Mechanical equipment such as ball throwing machines which create audible noise at the nearest sensitive receiver is not used between 7:00 pm and 7:00 am.	Not Applicable (PO15) The proposed development does not involve a private sporting court.
PO ₁₆ Vibration from the development does not affect the amenity of surrounding sensitive land uses ¹ or cause environmental harm or nuisance..	AO _{16.1} The development does not result in vibration impacts outside of the development site. AO _{16.2} Where vibration may impact on surrounding sensitive land uses, the proponent has provided a vibration impact assessment or alternatively included vibration within an environmental impact report for the site which demonstrates that the level of vibration will not cause adverse amenity impacts or cause environmental harm or nuisance at any sensitive land use surrounding the development.	Complies (AO16.1) The proposed development will not result in vibration impacts outside of the development site. A condition of approval can be applied to ensure compliance. Not Applicable (AO16.2) The proposed development will not result in vibrations that would impact surrounding sensitive land uses.

¹ 'Sensitive land uses' are defined in the Planning Regulation 2017.

Performance outcomes	Acceptable outcomes	Response
Dust		
PO₁₇ The construction phase of the development prevents or mitigates (to an acceptable level) the release of dust particles which have potential to cause environmental nuisance to adjoining sensitive receivers (including sensitive receivers along haulage routes during excavation and filling operations).	AO_{17.1} Off-site release of dust particles will be strictly managed to ensure that dust emissions do not travel beyond the property boundary and environmental nuisance does not occur. AO_{17.2} Areas of exposed fill, excavation and unsealed accesses on the site are watered regularly (particularly during periods of high or constant wind) to reduce dust generation. AO_{17.3} Areas of fill and excavation are graded, compacted and planted and/or mulched immediately after the dumping operation is complete. AO_{17.4} Stockpiles of aggregate, sand or other materials brought onto the site are sprayed with water (or treated with an alternative method) to minimise dust nuisance. The frequency of water spraying is increased during hot, dry periods or where wind conditions are such that a dust nuisance is likely to occur. Stockpiles are located away from adjoining sensitive land uses. <i>Note: Where excavation and filling exceeds 1,000 cubic metres the development has submitted a 'construction management plan' which adequately addresses dust mitigation measures. Measures must include strategies such as progressive rehabilitation and complaints processes.</i>	Complies (AO17.1-AO17.4) Conditions of approval can be applied to ensure compliance.

Performance outcomes	Acceptable outcomes	Response
PO ₁₈ Haulage activities associated with excavation and filling are managed to prevent environmental nuisance issues.	AO _{18.1} Haulage routes are selected on the basis of using the most suitable road surface to prevent dust generation and minimising the number of dwellings or other sensitive land uses affected by potential dust nuisance.	Complies (AO18.1) The subject site is located on a corner lot and has access to two (2) Distributor Roads (South Street and Greenwattle Street). Both roads are considered suitable to facilitate haulage activities associated with excavation and filling. A condition of approval can be applied to ensure compliance.
PO ₁₉ Water used for dust suppression activities does not itself create environmental harm.	AO _{19.1} Water approved as a method for controlling dust emissions must not be used in a manner that enables contaminated water to enter any stormwater system or natural drainage corridor outside of the site boundaries.	Complies (PO19) Water used for dust suppression activities will not result in environmental harm. A condition of approval can be applied to ensure compliance.
PO ₂₀ The ongoing operation of the development site does not create dust nuisance for adjoining landholders.	AO_{20.1} Areas within the site that are frequently used for vehicular purposes are imperviously sealed. AO_{20.2} Industry-specific activities undertaken on site that create dust are performed in an enclosed shed or other structure with suitable dust extraction and filtration systems. AO_{20.3} Grain facilities are equipped with semi enclosed grain receival hoppers fitted with dust extraction and filtration systems. All conveyor belts and bulk grain processing equipment are enclosed to prevent dust emission. Bunker storage without dust extraction is only permitted whereby the release of dust will not impact on surrounding sensitive receivers. AO_{20.4} All development likely to generate any significant amount of dust must have an adequate water supply available at all times in order to undertake proactive dust reduction measures e.g. watering of access roads. AO_{20.5} Development that is likely to create ongoing significant dust issues has submitted a 'site based management plan' which adequately addresses dust mitigation measures.	Complies (AO20.1) Areas within the site that will be frequently used for vehicular purposed will be imperviously sealed. Not Applicable (AO20.2) The proposed development does not involve industry specific activities that will generate dust. Not Applicable (AO20.3) The proposed development does not involve grain facilities. Not Applicable (AO20.4) The proposed development does not involve activities that will generate significant dust. Not Applicable (AO20.5) The proposed development is not likely to create significant dust issues.

Performance outcomes	Acceptable outcomes	Response
PO ₂₁ Proposed sensitive land uses are adequately separated from existing lawful land uses likely to generate dust emissions such as landfill sites, quarries, cropping land, motor sport facilities and other similar dust generating activities.	AO _{21.1} Sensitive land uses achieve the separation distances from the nominated uses specified in Table 9.4.2:2.	Not Applicable (PO21) No sensitive land use is proposed.
PO ₂₂ Development does not result in dustfall quantities that are likely to impact on the health of surrounding sensitive receivers.	AO _{22.1} Dustfall averaged over an annual period of time does not exceed 133mg/m ² /day when measured at the nearest sensitive receiver.	Complies (AO22.1) A condition of approval can be applied to ensure compliance.
General Emissions		
PO ₂₃ Air emissions resulting from development do not cause environmental harm (including environmental nuisance).	AO_{23.1} The development does not result in air emissions that exceed any of the acceptable levels specified within the <i>Environmental Protection (Air) Policy 2008</i>. AO_{23.2} Where a type of air emission is not listed within the <i>Environmental Protection (Air) Policy 2008</i> the proponent can demonstrate that the level of emission is in compliance with Australian ambient air quality standards; or If Australian standards do not exist, an ambient air quality standard from another country or organisation may be used with appropriate justification. AO_{23.3} Where a development is proposing to generate and release air emissions in excess of current air quality emission standards the proponent will provide an 'air quality impact assessment' which adequately addresses the impact of the release and provides justification as to why the industry cannot mitigate the levels further.	Complies (PO23) The proposed development does not involve a use likely to create air emissions that would cause environmental harm (including environmental nuisance).
PO ₂₄ Child Care Centres are well located to avoid any harmful impacts from air pollution.	AO _{24.1} Maximum concentrations of air pollutants do not exceed those recommended by the National Health and Medical Research Council.	Not Applicable (PO24) The proposed development does not involve a child care centre.

Performance outcomes	Acceptable outcomes	Response
PO ₂₅ Proposed sensitive land uses are adequately separated from existing lawful land uses that produce air emissions.	AO _{25.1} Sensitive land uses in relation to air emissions are not located within the separation distances specified in Table 9.4.2:2.	Complies (AO25.1) The subject site is not located within the separation distances specified in Table 9.4.2:2.
PO ₂₆ Electromagnetic radiation levels from telecommunications and other facilities do not pose health risks to the community.	AO _{26.1} Emission levels from equipment and infrastructure comply with the relevant industry standards as demonstrated through an approved written statement or certification provided by the carrier to council i.e. Electromagnetic Energy report.	Complies (PO26) The proposed development will not generate electromagnetic radiation levels that would pose health risks to the community.
PO ₂₇ Air emission vents or stacks are sited appropriately to ensure that surrounding land uses are not exposed to concentrated levels of air contaminants.	AO _{27.1} Car park exhaust stacks are located away from adjoining sensitive receivers. AO _{27.2} Emissions are discharged vertically and have an exit velocity of at least 10m/second. AO _{27.3} Spray booth exhaust stacks are at least 8m in height or 4m higher than the adjoining ridgeline of a neighbouring building (if the building is within 40m of the emission point), whichever is the greater. AO _{27.4} Tank venting for hydrocarbon fuel storage and LP Gas is located in accordance with <i>AS1940-2004 The Storage and handling of flammable and combustible liquids (for hydrocarbons)</i> and <i>AS1596:2008 The Storage and Handling of LP Gas</i> .	Not Applicable (PO27) The proposed development does not involve air emission vents or stacks.

Performance outcomes	Acceptable outcomes	Response
Waste Management		

Performance outcomes	Acceptable outcomes	Response
PO₂₈ The development (excluding high rise buildings in excess of three (3) stories) is designed to ensure that waste storage and collection can be undertaken in a manner that complies with Council's <i>Technical Guidelines for New Developments Waste Storage and Collection Requirements</i>.²	AO_{28.1} For commercial premises and industry activities (other than those premises utilising Council's wheelie bin waste collection program): (a) general waste and recycling containers are located within the curtilage of the property in an area that enables the waste collection truck to pick up the containers while entering and leaving the premises in a forward gear; (b) a container storage area is dedicated that is large enough to cater for the expected volume of general waste and recycling; (c) storage areas are screened either behind a building or using screening materials or landscaping to a minimum height of 1.5m; (d) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is roofed and bunded, contains an impervious surface, is in close proximity to a hose cock and is graded and drained to either a wastewater system connection (requiring a trade waste approval) where sewer is available or in sewer areas, storage areas are drained to an area of significant landscaping, waste water treatment device or water quality improvement system e.g. Bioretention; (e) where bulk bins (or alternative combined waste and recycling containers exceeding 2 cubic metres) are proposed the bin storage area is designed to enable bins to be washed out within the storage area and drained to a sewer system (requiring trade waste approval) within sewer areas or area of significant landscaping, water treatment device or water quality improvement system e.g. Bioretention in non-sewered areas; and (f) bin storage areas do not pose amenity issues for surrounding sensitive receivers, including odour during storage periods or noise issues resulting from collection programs.	Complies (AO28.1) (a) General and recycling waste storage will be located to the west of the subject site. (b) The proposed bin storage area is large enough to cater for the expected volume of general waste and recycling. A condition of approval can be applied to ensure compliance. (c) The proposed bin storage will be covered and screened to a minimum height of 1.5 m to exclude rainfall and maintain visual amenity. (d) The proposed bulk bins will be located on an impervious surface, with a hose cock nearby to allow washing of bins within the refuse storage areas. A condition of approval can be applied to ensure construction in accordance with the applicable standards. (e) Not Applicable (f) The proposed bin storage area will be enclosed and will be a minimum of 5.244m away from the nearest sensitive receptor. The potential for noise has been addressed as part of the Environmental Noise Impact Assessment provided at Appendix E. The potential for odour impacts can be managed via a condition of approval ensuring that waste is collected on a regular basis.

	AO_{28.2} For a Multiple Dwelling of three (3) – six (6) units the development satisfies one of the following criteria: (a) a minimum road frontage is available within the immediate road reserve adjoining the development in order to place the required number of waste and recycling containers out for collection (2 x 240L wheelie bins per tenement) when calculated at 1m/bin e.g. a development requiring eight (8) bins must have at least 8m of useable road reserve (in terms of bin collection, excluding a 1m clearance around power poles and any area below a street trees canopy where bins cannot be collected); OR (b) the complex includes a communal bin storage area, whereby the body corporate will implement internal procedures requiring residents to progressively fill bins and only place full bins out for collection; and (c) each tenement has an approved bin storage area that will not create amenity issues for surrounding sensitive land uses; and (d) bin storage areas are screened behind buildings for amenity purposes; and (e) storage areas are not within dwellings (including garages) and it is not necessary to take the bins through dwellings (including garages) for collection purposes; and (f) a hose cock is located in close proximity to the storage location to enable bins to be cleaned; and (g) where a rear storage area is not possible bins are stored in a minimum 1.5m high screened area in the front of the dwelling(s); OR (h) screened communal storage areas (to a minimum height of 1.5m) are proposed which contain an impervious floor, hose cock and grading/drainage towards a grassed area or other porous surface.	Not Applicable (AO28.2) The proposed development is not for multiple dwellings.
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	AO_{28.3} For a Multiple Dwelling above six (6) units the development satisfies one of the following criteria: (a) The development incorporates 'internal collection' of either bulk bins or wheelie bins (in accordance with the waste management guideline that accompanies the environmental standard); OR (b) Communal bin storage areas contain a roof, bunding and bin 'washing' provisions in the form of either a sewer connection (requiring trade waste approval) or where no sewer is available a connection to a waste water treatment device, drain to an area of significant landscaping or drain to a water quality improvement device e.g. Bioretention system is acceptable; OR (c) Where 'internal collection' is proposed the internal design complies with the waste management guideline that accompanies this environmental standard and a certification from a registered RPEQ has been provided to demonstrate that manoeuvrability is acceptable for an appropriately sized refuse vehicle. AO_{28.4} Commercial premises utilising Council's wheelie bin waste collection service to dispose of commercial waste: (a) utilise a maximum of four (4) wheelie bins i.e. less than 1 cubic metre; (b) store bins within the curtilage of the property in a designated area in close proximity to a hose cock, whereby any adjoining sensitive land uses will not experience amenity issues i.e. odour; (c) store bins on an impervious surface; (d) place bins on the road reserve for a maximum period of 24 hours during collection programs; and (e) store bins in an area that is screened from public view either in a building, behind a building or within a purpose built screened storage area within a 1.5m minimum height.	Not Applicable (AO28.3) The proposed development is not for multiple dwellings. Not Applicable (AO28.4) Waste will be collected by a private contractor.
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Performance outcomes	Acceptable outcomes	Response
PO₂₉ Development for a Community Residence, Residential Care Facility or Retirement Facility utilising communal bin storage areas ensure that residents have reasonable access to waste containers, where the development is for aged care purposes.	AO_{29.1} For development involving a Community Residence, Residential Care Facility or Retirement Facility, bin storage areas are located within reasonable proximity to all units, in accordance with Council's Environmental Guideline.	Not Applicable (PO29) The proposed development does not involve a Community Residence, Residential Care Facility or Retirement Facility.
PO₃₀ High rise (in excess of three (3) storeys) residential developments and joint commercial and residential developments are designed to enable best practice waste management principles to be applied.	AO_{30.1} The applicant has provided a waste management plan that as a minimum has addressed the following issues: (a) likely waste quantity and waste type to be generated on site on a weekly basis; (b) likely recycling quantities to be generated on a weekly basis; (c) waste container and recycling container (type and volume) requirements for the residential component (based on 240L of general waste and 240L of recycling per unit) and the commercial component (if applicable); (d) waste storage area locations; (e) dual waste chutes for general waste and recycling; (f) bin room specifications and hygiene practices for waste handling areas, chutes, waste containers and other applicable equipment; (g) collection arrangements and manoeuvring diagrams (including overhead clearances); (h) waste minimisation practices; (i) use of compactors; (j) an impact assessment of waste management practices on any surrounding sensitive land uses; (k) air extraction fans, refrigeration or associated devices for refuse storage areas to prevent odour, particularly where putrescibles are stored; and (l) clinical and related waste storage and collection issues (if applicable).	Not Applicable (PO30) The proposed development does not involve a building height greater than 3 storeys.

Performance outcomes	Acceptable outcomes	Response
PO ₃₁ Demolition and building activities actively involve waste minimisation and waste avoidance principles including the promotion of recycling and re-use.	AO _{31.1} The development will be carried out in accordance with the waste management hierarchy outlined in the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ³ and the applicant has nominated the quantity and type of materials that will be disposed of to landfill.	Complies (AO31.1) A condition of approval can be applied to ensure compliance.
PO ₃₂ Development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ⁴ is designed to adequately cater for legislative storage and collection requirements.	Where involving development that involves the generation of 'clinical and related waste' as per the definition of the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ⁵ : AO _{32.1} The storage of 'clinical and related waste' is in accordance with the <i>Technical Guideline for New Developments Waste Storage and Collection Requirements</i> ⁶ with storage locations being demonstrated on submitted site/floor plans. AO _{32.2} The development has proposed a method of disposing of 'clinical and related waste' and has demonstrated that an applicable waste collection vehicle is able to manoeuvre on site, while entering and leaving the premises in a forward gear.	Not Applicable (PO32) The proposed development does not involve the generation of clinical and related waste.

³ Amended on 27 April 2018

⁴ Amended on 27 April 2018

⁵ Amended on 27 April 2018

⁶ Amended on 27 April 2018

Performance outcomes	Acceptable outcomes	Response
PO ₃₃ Residential development involving 'internal collection' of either bulk bins or wheelie bins is designed to a standard that enables heavy vehicle access and manoeuvring whilst providing safety to residents and the protection of infrastructure.	AO33.1 The development is designed and certified by a RPEQ and complies with the requirements outlined in Council's Technical Guidelines for Waste Storage and Collection Requirements for New Developments, including: (a) appropriate manoeuvring is adequate with vehicles being able to enter and exit the property in a forward gear; (b) overhead clearance is adequate for the applicable refuse vehicle; (c) road surface is appropriate for a HRV; (d) side clearance is appropriate for wheelie bin collection; (e) collection areas are appropriate for either bulk bins or wheelie bins; (f) minimum road width of 5.5m; and (g) internal road networks enable the refuse vehicle to traverse the site without resident safety being jeopardised.	Not Applicable (PO33) The proposal does not involve residential development.
PO ₃₄ Development involving refuse storage and collection external to Council's waste contract utilise waste containers and hygiene practices that prevent odour issues and remove harbourage opportunities for vermin and mosquitoes.	AO34.1 The applicant will utilise the following control measures: (a) putrescibles waste will be removed from the property at intervals not exceeding seven (7) days (putrescibles will be refrigerated where possible and appropriate); (b) tight fitting lid assemblies will be utilised on all waste containers to prevent the pooling of rainwater, thus minimising mosquito breeding opportunities; and (c) bins will be secured to ensure that vermin and pest animals do not have access to a potential food source; and (d) bins will be cleaned on an 'as needed' basis if odour is identified as an issue.	Complies (AO34.1) A condition of approval can be applied to ensure compliance.

Table 9.4.2:2 Separation Distances to Residential and Environmentally Sensitive Land Uses

Existing Use/Activity	Separation Distance
Cropping Land	Minimum 40m vegetated buffer requirement taken from cropping land property boundary.
Landfill	Minimum 1.5km taken from the property boundary of the landfill site.
Transfer Station	Minimum 300m taken from the property boundary of the transfer station site.
Sewerage Works	Minimum 1km taken from the property boundary of the sewerage works.
Poultry Farms	Minimum 1km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon).
Extractive Industry	Minimum 1km taken from the outside extremity of the resource boundary (at a 20 year planning horizon).
Piggery	Minimum 1.5km taken from the closest outside boundary of the shed/conglomeration of sheds (at a 10 year planning horizon).
Feedlots	Minimum 1.5km taken from the outside extremity of the closest animal holding yard (at a 10 year planning horizon).
Cattle Dips and Yards	Minimum 200m from the outside extremity of the closest part of the yard or dip (at a 10 year planning horizon).
Kennels	Minimum 1.5km from the nearest outside boundary of the animal holding facility (at a 10 year planning horizon).
Abattoirs	Minimum 500m from the nearest part of the built facility or effluent disposal area.
Dairy Bails and Yards	Minimum 300m from nearest part of the facility (at a 10 year planning horizon).
Motor Sport Facilities	Minimum 1km taken from the nearest part of the facility where vehicles will be utilised for sporting purposes.
Stock Saleyards	Minimum 500m from the nearest part of the facility used for holding animals.

Forestry	Minimum 200m from the nearest part of the plantation designated for commercial harvesting purposes (at a 10 year planning horizon).
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NOTE: Buffer may extend beyond Toowoomba Regional Council Local Government boundaries.

Table 9.4.3:1 – Integrated Water Cycle Management Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Response
Stormwater Management		
PO₁ Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO_{1.1} Stormwater quality treatment measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{1.2} Pollutant load reductions are achieved in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.¹	Complies (PO1) Refer to Detailed Site-Based Stormwater Management Plan provided at Appendix D.
PO₂ Adverse impacts of construction activities on stormwater quality are avoided or minimised using best practice environmental management for erosion and sediment control.	AO_{2.1} Sediment and erosion control measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies (AO2.1) A condition of approval can be applied to ensure compliance.
PO₃ Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions.	AO_{3.1} Stormwater flow control measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies (AO3.1) Refer to Detailed Site-Based Stormwater Management Plan provided at Appendix D.

¹ State Planning Policy (July 2017) Appendix 2 – Stormwater management design objectives (Amended on 29 November 2019 as part of Amendment No.16) – amended on 29 November 2019

Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Response
Waste Water Management		
PO₄ Development does not discharge waste water to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.	AO_{4.1} Waste water management measures are implemented in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Complies (PO4) Refer to Detailed Site Based Stormwater Management Plan provided at Appendix D.
Artificial Waterways and Water Bodies		
PO₅ The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO_{5.1} Artificial waterways or water bodies are designed in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Not Applicable (AO5.1) The proposed development does not involve artificial waterways and water bodies.
PO₆ The waterway is located and designed to be responsive to natural drainage features.	AO_{6.1} Artificial waterways or water bodies are designed in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Not Applicable (AO6.1) The proposed development does not involve artificial waterways and water bodies.
PO₇ The waterway or body is designed to minimise whole of life cycle costs.	AO_{7.1} Artificial waterways or water bodies are designed in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i>.	Not Applicable (AO7.1) The proposed development does not involve artificial waterways and water bodies.

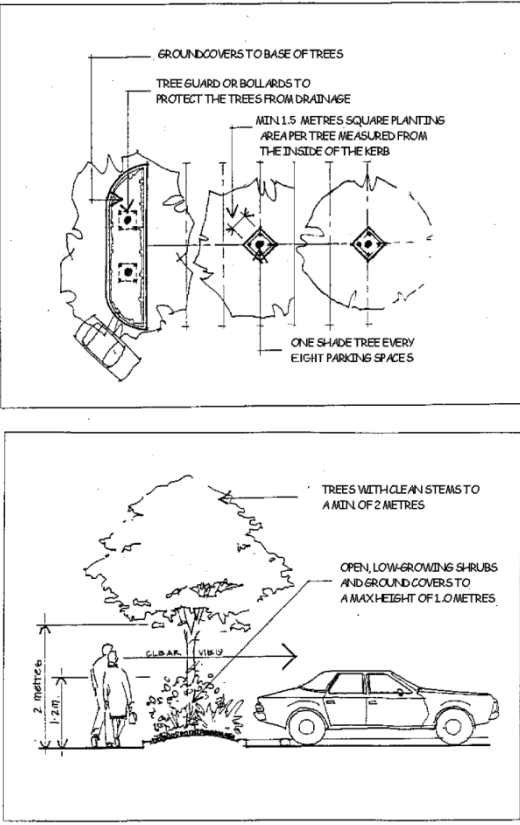
Performance outcomes	Acceptable outcomes or compliance outcomes if made applicable to compliance assessable development	Response
Flooding and Drainage		
PO ₈ Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO _{8.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> . ²	Complies (PO8) The proposed development will not worsen flooding and drainage characteristics.
PO ₉ The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO _{9.1} Development is undertaken in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (PO9) The drainage network has been designed to ensure that there is sufficient capacity to facilitate stormwater runoff. Refer to Detailed Site Based Stormwater Management Report provided at Appendix D .
PO ₁₀ Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO _{10.1} Roof water is collected and discharged in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (PO10) Refer to Detailed Site Based Stormwater Management Report provided at Appendix D .
Water Cycle Management		
PO ₁₁ The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.	AO _{11.1} Integrated water management practices and infrastructure are implemented in accordance with SC6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO11.1) A condition of approval can be applied to ensure compliance.

² Amended on 18 March 2016

Table 9.4.4:1 – Landscaping Code – Assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
PO ₁ Landscape design is developed by a suitably qualified landscape professional and demonstrates an integrated approach to planning/development issues and documents both hard and soft works proposed for the development.	AO _{1.1} Landscape documentation is prepared by the landscape professional identified in Table 9.4.4:2.	Complies (AO1.1) A condition of approval can be applied to ensure compliance.
PO ₂ Landscape construction is undertaken by a suitably qualified landscape professional.	AO _{2.1} Landscape construction is carried out by a member of the Queensland Association of Landscape Industries.	Complies (AO2.1) A condition of approval can be applied to ensure compliance.
PO ₃ Landscape design reflects the local context and incorporates cohesive and desirable aspects of the prevailing landscape character. (Desirable aspects are those considered necessary to maintain and enhance the character, setting and/or ambience, and ecological values of the location.)	AO _{3.1} Where a street or locality has an identifiable character derived from existing vegetation, similar or identical plant species are used. AO _{3.2} Existing desirable landscape elements and treatments are incorporated into landscaping to integrate the development into the existing character of the area. AO _{3.3} Existing site trees are integrated into the development. AO _{3.4} Species selection is reflective of cool temperate species.	Complies (PO3) The locality is not considered to have an identifiable character in regard to existing vegetation or landscaping design. A condition of approval can be applied requiring the submission of a landscape plan for Council's endorsement.
PO ₄ Where the development involves the creation of a new road street tree planting is undertaken having consideration of: (a) the hierarchy and function of the street; (b) selection of appropriate species; (c) avoidance of conflict between the street tree and utilities and services within the road reserve; (d) soil conditions; (e) existing street trees; (f) solar access; and (g) driveway access.	Where the development involves the creation of a new road: AO _{4.1} Street planting is carried out in accordance with the requirements of <i>SC6.2 PSP No. 2 Engineering Services Infrastructure Roads and Drainage</i> . AO _{4.2} Species and materials are used that minimise the use of potable water. AO _{4.3} Street tree planting is in accordance with PSP No.8 – Street Trees.	Not Applicable (PO4) The proposed development does not involve the construction of a new road.

Performance outcomes	Acceptable outcomes	Response
PO₅ Fencing design and acoustic barriers: (a) are compatible with the existing streetscape and proposed development type; and (b) provide visual interest and address the street.	AO_{5.1} Front fences longer than 15m and greater than 1,400mm in height are visually fragmented with recesses at least 1.2m deep and 1.2m wide at 15m intervals, planted with at least one tree and groundcovers. AO_{5.2} All planting and recesses along a fence are located within the property boundary and planting recesses are accessible from within the site. AO_{5.3} Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum 3m vegetated buffer on either side of the fence with vegetation having a mature height equal to or above the height of the acoustic fencing.	Complies (PO5) A condition of approval can be applied to ensure that any fencing provided is constructed to a suitable standard.
PO₆ Location, design and provision of planting in carparks and internal roadways achieve a high degree of shade, amenity and safety.	AO_{6.1} Landscaping visually fragments and shades carparking areas with regular tree planting in individual planting bays evenly distributed throughout the car parking area at the rate of one planting bay per eight (8) carparking spaces. AO_{6.2} Individual planting bays have a minimum dimension of 1,500 x 1,500mm with permeable surface treatments and are flush with the finished surface levels of the car park. AO_{6.3} No raised kerbing is provided around planting bays. Wheelstops or bollards are used to delineate planting bays where necessary and finished carpark surface levels fall toward planting areas. AO_{6.4} Planting bays incorporate ground covers less than 1,000mm height that allow unobstructed surveillance.	Complies (PO6) Significant landscaping is provided within and surrounding car parking areas. No more than eight (8) car parks are provided in a row without landscaping providing breaks, and a landscaped area is provided adjacent to most car parks. The layout provides for suitable landscaped areas. A condition of approval can be applied requiring a landscape plan be submitted to Council for endorsement, in order to ensure that suitable species are incorporated.

Performance outcomes	Acceptable outcomes	Response
		
PO₇ Location and habit of tree planting must not interfere with the function and accessibility of any adjacent utility services.	AO_{7.1} Species mature height and siting must not interfere with or compromise overhead and underground utility assets including stormwater inlet pits. AO_{7.2} Tree planting must be a minimum of 2m from any mains water easements and offset 4m from any sewer main or inspection chamber.	Complies (AO7.1-AO7.2) A condition of approval can be applied to ensure compliance.

Performance outcomes	Acceptable outcomes	Response
PO₈ Maintenance access points must be considered and accommodated for in the site planning and design process.	AO_{8.1} Access by appropriate maintenance or utility vehicles must be demonstrated with ground surface treatments that are stable and usable in all weather. AO_{8.2} Functional maintenance vehicle circulation and access gates to be provided.	Complies (PO8) The proposal does not involve any landscape beds in a configuration that would cause access difficulties for maintenance. Condition/s of approval can be applied to ensure that landscape works are completed to the relevant standard.
PO₉ On-site stormwater harvesting is to be maximised for irrigating landscaping in development with reuse measures and amelioration of stormwater impacts provided.	AO_{9.1} Landscape design takes advantage of the flow of water along overland flow paths. AO_{9.2} Landscaping is used to help maximise opportunities for on-site stormwater infiltration by: (a) minimising impervious surfaces and incorporating semi-permeable paving products; (b) falling hard surfaces towards pervious surfaces such as turf or mulched areas; (c) maximise opportunities for turf and planting areas; (d) align planting areas parallel to contours to slow the flow of surface water; and (e) ensure planting palette comprises canopy tree species. AO_{9.3} Provision for drainage is incorporated through treatments such as subsurface drains, swales, ponds and infiltration cells. AO_{9.4} Sediment and erosion control measures are provided. AO_{9.5} Planter boxes on podiums and building forecourts are plumbed to stormwater.	Complies (AO9.1-AO9.5) Condition/s of approval can be applied to ensure that landscape works are completed to the relevant standard.
PO₁₀ Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.	No acceptable outcome is nominated.	Complies (PO10) The proposed development involves a generous provision of landscaped areas. A condition of approval can be applied requiring the submission of a landscape plan for Council's endorsement.

Performance outcomes	Acceptable outcomes	Response
PO ₁₁ Design of pedestrian paths and places reinforces the desired character of the area and/or place and includes features to enhance their use that are of universal design to ensure non-discriminatory access and use.	AO _{11.1} Design complies with <i>AS1428 parts 1, 2, 3, and 4 – Design for Access and Mobility</i>	Complies (AO11.1) A condition of approval can be applied to ensure compliance. .
PO ₁₂ Risks to personal safety and the potential for crime, vandalism and fear are reduced through landscape design that has been informed by <i>Crime Prevention Through Environmental Design</i> (CPTED) principles in relation to: (a) Surveillance. (b) Access control. (c) Territorial reinforcement. (d) Space management.	Landscape design incorporates the following design measures: AO _{12.1} The attractiveness of crime targets is minimised by providing opportunities for effective surveillance through: clear sight lines from private to public space, reducing concealment or entrapment opportunities, public facilities (toilets, shelters etc) located to promote use, dual access points, avoiding blind corners, and lighting where appropriate. AO _{12.2} Barriers are used to attract, channel or restrict the movement of people by: clear spatial definition and legibility, optimising opportunity for public interaction, visually permeable screens and fencing, appropriate use of mechanical measures that correspond to actual risk. AO _{12.3} Reinforcing definition of territory and ownership of private, semi-public and public spaces through: clear design cues for use and activities, transitions and boundaries between public and private, design that encourages public interaction and ownership, legible universal signage.	Complies (AO12.1) A condition of approval can be applied requiring the provision of a landscape plan for Council's endorsement, as a means of ensuring that landscaping is provided in a manner that ensures compliance with this outcome. Complies (AO12.2) Landscaping is provided around the boundary with clear vehicle access and pedestrian crossings in the car parking areas, to channel and restrict the movement of people to optimise safety. Complies (AO12.3) The proposed development provided landscaping along the boundary that fronts a road and the private access road which creates clear boundaries between the subject site and areas surrounding it.
	AO _{12.4} Space Management: ensuring that public spaces are appropriately utilised and maintained by the use of vandal- and graffiti-resistant materials, easily accessed and maintained fixtures.	Not Applicable (AO12.4) A condition of approval can be applied to ensure compliance.

Table 9.4.4:2 – Landscape Design Professionals

Development Type	Category of Landscape Submit Landscape Documentation	Professional Required to
Reconfiguring a lot (RAL)	<5 lots	5 lots and >5 lots

Development Type	Category of Landscape Submit Landscape Documentation	Professional Required to
(Subdivision code)	Landscape designer	Landscape architect
Material Change of Use (MCU) Landscape documentation must accompany any built form/architectural and/or civil engineering documentation.	<\$500K construction value	>\$500K construction value
	Landscape designer	Landscape architect
Operational Works Applications	<\$50K construction value	>\$50K construction value
	Landscape designer	Landscape architect

Table 9.4.6:1 - Transport, Access and Parking Code - Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Driveway Crossovers¹		
PO₁ Vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road; (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	AO_{1.1} Vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage / width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage / width of greater than 20m. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{1.2} Except where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve;	Complies (PO1) Refer to Traffic Impact Assessment Report at Appendix C

¹ Amended on 30 April 2021

Performance outcomes	Acceptable outcomes	Response
	(d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and (i) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking and Australian Standard AS 2890.2 (where relevant) and the relevant standard drawing in SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i> AO_{1.3} Where in a Rural Zone, vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure.</i>	
Car Parking Provision		
PO₂ Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. <i>Note: Where the development does not meet the acceptable outcomes, or where no acceptable outcome is specified, a parking demand analysis report prepared by a suitably qualified person may assist in demonstrating compliance with the performance outcome.</i>	AO_{2.1} Where in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rate of: (a) Non-Residential Use one (1) parking space per 50m² of GFA; and (b) Residential Use - one (1) parking space per dwelling. AO_{2.2} Where not in the Principal Centre Zone or Mixed Use Zone Car parking is provided at the rates set out in Table 9.4.6:3 to this Code. <i>Note: Where a parking rate for a use is unspecified in Table 9.4.6:3 – no acceptable outcome is provided.</i>	Not Applicable (AO2.1) The development is not located in an applicable zone. Complies (AO2.2) The proposed car parking provision complies with the

Performance outcomes	Acceptable outcomes	Response
	<i>Note: If the number of car parking spaces calculated in accordance with AO_{2.1} and AO_{2.2} is not a whole number, the number of parking spaces to be provided is rounded-up to next highest whole number.</i> <i>Note: Where application is made for establishment of two or more uses on the same premises, the parking demand is calculated by totalling the requirements for each use.</i>	minimum rate under Table 9.4.6.3 Refer to Section 4.3.1 of the Town Planning Report.

Table 9.4.6:1 – Transport, Access and Parking Code – assessment benchmarks for assessable development^{2, 3}

Performance outcomes	Acceptable outcomes	Response
Transport Network⁴		
PO ₁ The development is located on roads that are appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics identified in the transport network hierarchy contained in SC 6.2 PSP No. 2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i> .	No acceptable outcome is nominated.	Complies (PO1) The proposed development is located with access to Distributor roads (Greenwattle Street and South Street).
PO ₂ Development does not compromise the orderly provision or upgrading of the transport network. ⁵	No acceptable outcome is nominated.	Complies (PO2) No upgrades to the transport network are proposed that would impact on the subject site.
PO ₃ Onsite transport network infrastructure (including roads, parking, access and public transport, pedestrian and cyclist facilities) appropriately integrates with surrounding networks and facilitates the orderly development of adjoining land. ⁶	No acceptable outcome is nominated.	Complies (PO3) The proposed indoor sport and recreation facility employs onsite transport network infrastructure which is well-integrated with surrounding movement networks. Multiple and conveniently located access points are provided from the surrounding road network.

² Amended on 3 November 2014

³ Amended on 9 August 2019

⁴ Applicants should note that the Department of Transport and Main Roads may have additional requirements.

⁵ Applicants should note that the Department of Transport and Main Roads may have additional requirements.

⁶ Amended on 27 April 2018

Performance outcomes	Acceptable outcomes	Response
PO ₄ Development is designed to encourage travel by public transport, walking and cycling. This may include integrated access between adjoining sites and/or the provision of mid-block connections which are safe, functional and legible for potential users.	No acceptable outcome is nominated.	Complies (PO4) The proposed development is provided with suitable access via all modes of transport. The development provides integrated access arrangements with adjoining sites.
PO ₅ Car parking areas, pathways and other elements of transport network infrastructure are designed to enhance public safety by discouraging crime and anti-social behaviour, having regard to: ⁷ (a) provision of opportunities for casual surveillance; (b) provision of lighting; (c) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (d) minimising potential concealment points and assault locations; (e) minimising opportunities for graffiti and other vandalism; and (f) restricting unlawful access to buildings and between buildings.	AO _{5.1} Car parking areas, pathways and other elements of transport network infrastructure are designed in accordance with <i>Crime Prevention Through Environmental Design (CPTED) Guidelines</i> .	Complies (AO5.1) The proposed car parking areas and pathways have been designed to ensure that they are visible from the internal driveway or South Street.
PO ₆ Directional signage is provided within a development site to assist legibility and way-finding, including for pedestrians and cyclists.	No acceptable outcome is nominated.	Complies (PO6) A standard condition can be imposed to ensure compliance.
Access		
PO ₇ Vehicle access arrangements and queuing areas are appropriate for: (a) the capacity of the parking area; (b) the volume, frequency and type of vehicle usage; and (c) the function and characteristics of the access road and adjoining road network.	AO _{7.1} Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 <i>Part 1: Off Street Carparking</i> .	Complies (PO7) The proposed vehicle access arrangements are considered to be appropriate for the nature of the uses. Refer to Traffic Impact Assessment Report in Appendix C .

⁷ Crime Prevention Through Environmental Design Guidelines for Queensland prepared by the State Government may provide applicants with guidance on these matters.

Performance outcomes	Acceptable outcomes	Response
PO₈ Access arrangements minimise any adverse impact on: (a) the integrity of any infrastructure within the road reserve; (b) the safety and convenience of pedestrians and cyclists; (c) the safety and convenience of access to adjacent properties; (d) the amenity of premises in the vicinity; and (e) street trees in the road reserve.	No acceptable outcome is nominated.	Complies (PO8) a) Existing driveways are utilised and no impact on integrity will be caused. b) Existing driveways are used, and no impact on pedestrian/cyclist movement will be caused. c) No impact will be caused to the access arrangements for adjacent properties. d) The access is not located in excessive proximity to a dwelling and is not oriented such that it has the potential to cause headlight impacts. e) The access is existing, and there is no potential to impacts to street trees in the road reserve.
PO₉ Where the nature of the proposed development creates a demand due to the frequency and volume of vehicle movements for the set-down and pick-up of passengers, provision is made for set-down and pick-up facilities by bus, taxis or private vehicle.	No acceptable outcome is nominated.	Not Applicable (PO9) The nature of the proposed uses will not lead to an increased demand of vehicle movements resulting in the requirement for a set down and pick up area.

Performance outcomes	Acceptable outcomes	Response
PO₁₀ Where set-down and pick-up facilities for bus, taxis or private vehicles are provided as part of development they are: (a) safe for pedestrians, cyclists and vehicles; (b) conveniently connected to the main component of the development by pedestrian pathway; and (c) designed to provide for pedestrian priority and clear sightlines.	AO_{10.1} Bus pick-up/set-down areas: (a) allow a bus, based on the Long Rigid Bus (12m) in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates, to turn and manoeuvre in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting buses; (c) avoid standing or queuing buses from obstructing access to car parking spaces or circulation within the Site; and (d) avoid on-street queuing or boarding/alighting of buses that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained. AO_{10.2} Car and taxi pick-up/set-down areas: (a) allow a car to maneuver in and out of the area in an easy and safe manner; (b) afford maximum safety for passengers boarding or alighting cars; (c) avoid standing or queuing cars from obstructing access to car parking spaces or circulation within the site; and (d) avoid on-street queuing or boarding/alighting of cars that would reduce traffic flow or safety on the road network. One clear traffic lane in each direction should be maintained.	Not Applicable (PO10) The proposed development does not include a set down and pick up facility.
Pedestrian and Cycle Facilities		
PO₁₁ Provision is made for the safe and convenient movement of pedestrians on site and external to the site, having regard to desire lines, legibility, weather protection and the needs of people with disabilities.	AO_{11.1} Pedestrian pathways and crossings are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards – Roads and Drainage Infrastructure</i>. AO_{11.2} Access for cyclists and pedestrians is clearly distinguished from vehicle access. AO_{11.3} Pedestrian paths of a minimum width of 1.5m are provided through each car parking row and connect to the main entrance(s) to the building(s).	Complies (PO11) The development is provided with access for pedestrians along the South Street frontage (which has direct access through the proposed car park with a dedicated path giving pedestrian priority), and via the shared driveway area to the east of the site. Pedestrian access points are separated from vehicular access points.

Performance outcomes	Acceptable outcomes	Response
PO ₁₂ Provision is made for safe and convenient cycle movement to the site and within the site having regard to desire lines, users' needs and legibility.	AO _{12.1} Shared paths and on-road cycle lane facilities are provided in accordance with SC6.2 PSP No.2 – <i>Engineering Standards Roads and Drainage Infrastructure</i> .	Complies (PO12) Shared use of pedestrian or vehicular infrastructure is appropriate for the nature of the proposed development.
Parking and Circulation		
PO ₁₃ Car parking areas are designed to be: (a) clearly defined, marked and signed; (b) convenient, safe and accessible; and (c) safe for vehicles, pedestrians and cyclists and minimise vehicle/pedestrian conflicts by providing clear access lines for pedestrians movement within car park areas.	AO _{13.1} The entry to the car park is clearly signposted. AO _{13.2} Parking spaces are freely available for use by the development's occupants and visitors during the business hours of the use. AO _{13.3} Visitor or customer parking spaces are located in the most accessible position to the main entrance of the building and signed as such. AO _{13.4} Unless otherwise specified in another code relevant to the development, 60% of the parking spaces for non-residential development are clearly visible from the street. AO _{13.5} Public Safety: (a) The car park is located where it can be monitored by passers-by or the occupiers of the development. (b) Where the car park is open to the public at night, lighting is provided throughout the car park and along pedestrian access paths in compliance with Australian Standard AS 1158.3.1 – <i>Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i> . (c) Except in the case of residential development: (i) where the car park is not required at night, entry to the car park is physically restricted; and (ii) where the car park is enclosed, the walls are finished in a light coloured material that reflects light. (d) Landscaping throughout the car park is provided in a manner, as indicated in the Landscaping Code that allows surveillance and minimises the risk of crime.	Complies (PO13) Refer to <i>Traffic Assessment</i> in Appendix C.

Performance outcomes	Acceptable outcomes	Response
PO ₁₄ Car parking areas are designed to provide spaces which meet the needs of people with disabilities.	AO_{14.1} Parking spaces for people with disabilities are provided at the rates specified in Appendix C of Australian Standard AS2890.1 Part 1: Off Street Carparking. AO_{14.2} Car parking spaces for people with disabilities are located as near as possible to the entrance or entrances of the facility or use they serve. AO_{14.3} Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking. AO_{14.4} Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428.1: Design for Access and Mobility. AO_{14.5} Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1: Design for Access and Mobility. AO_{14.6} The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.	Complies (PO14) Refer to Traffic Impact Assessment Report in Appendix C. The provision of 1x additional PWD space is recommended by the report, and this can be required under a condition of approval.
PO ₁₅ Car parking areas for non-residential development on a site in, or adjoining, a residential zone, are designed to minimise any adverse impact on the amenity of premises in the vicinity.	For non-residential development on a site in, or adjoining, a residential zone: AO_{15.1} Car parking and driveway areas are setback a minimum distance of 3m from a side boundary that is common with a residential use in a residential zone. AO_{15.2} Landscape planting is used between the car park and driveway areas and the side boundary to soften the visual impacts of car park areas and to provide shade. AO_{15.3} An acoustic fence of 1.8m height is provided along the property boundary that is common with a residential use in a residential zone.	Complies (AO15.1) Car parking is located more than 3m from a side boundary that is common with a residential use in a residential zone. Complies (AO15.2) Landscape is provided along all boundaries Complies (AO15.3) A 1.8m high acoustic fence will be constructed along the western and northern boundary of the subject site (the adjoining residential property)

Performance outcomes	Acceptable outcomes	Response
PO ₁₆ Car parking and associated access arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{16.1} Car parking is provided either at the rear of the development or beneath buildings.	Complies (PO16) The proposed car parking areas will be set back from the street frontage with access provided through an already approved internal access driveway. Although the car parking area will be between the building and the street, the use of landscaping to edges and dispersed throughout the car park ensures no adverse impact on streetscape character.
PO ₁₇ Above ground or multi-level car parking areas are designed, articulated and finished to make a positive contribution to the local streetscape character.	AO _{17.1} Above ground or multi-level parking areas are designed, articulated and finished to a quality equal to or better than adjoining buildings.	Not Applicable (PO17) Only on-ground car parking is proposed.
PO ₁₈ Landscaping is provided to soften the visual impact of car parking areas and to provide shading and protection from glare.	AO_{18.1} Aesthetics, glare, heat absorption and re-radiation. (a) Landscaping is provided throughout the car park in the manner and at the rate indicated in the Landscaping Code; and (b) Unless otherwise specified in a zone, precinct or use code, where the car park adjoins a street frontage, or a boundary with a Residential or other sensitive land use, a landscaped strip of minimum 3 m width is provided along the frontage/boundary.	Complies (AO18.1) a) Refer to response provided to the Landscaping Code at Appendix I b) A 4.289m wide landscape strip will be provided between the car park and the nearest residential use.
PO ₁₉ Any parking, access and any other vehicle access/manoeuvring areas incorporate design measures to avoid dust nuisance to surrounding properties.	AO _{19.1} Car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.	Complies (AO19.1) All areas proposed for car parking, access and any other vehicle access/manoeuvring areas vehicle manoeuvring areas are imperviously sealed.

Performance outcomes	Acceptable outcomes	Response
PO ₂₀ Noise impacts from vehicle movement areas on any adjoining residential or other sensitive land use are mitigated.	AO _{20.1} A solid, good quality brick, timber or masonry fence of a minimum 1.8m height is constructed between any vehicle movement areas and a boundary to an adjoining residential or other sensitive land use.	Complies (PO20) An acoustic fence is provided along the western boundary which adjoins the residential uses. Refer to Section 4.4 of the Town Planning Report. There is an existing 1.8m high fence between the subject site and adjoining sensitive land uses.
PO ₂₁ Any part of the parking area designated as a vehicle cleaning or repair area is designed and constructed to avoid adverse impact on water quality or Council's wastewater or stormwater infrastructure.	AO _{21.1} The development is capable of meeting the requirements of Council's <i>Trade Waste Policy</i> and the Trade Waste Environmental Management Plan.	Not Applicable (PO21) The proposed development does not involve vehicle cleaning or repair areas.
Servicing		
PO ₂₂ Provision is made for the on-site loading, unloading, manoeuvring and access by service vehicles that: (a) is adequate to meet the demands generated by the development; (b) is able to accommodate the design service vehicle requirements; and (c) does not unduly impede vehicular, cyclist and pedestrian safety and convenience within the site.	AO _{22.1} The service bays provided and access to them, can accommodate, at any one time, the types and numbers of service vehicles detailed in Table 9.4.6:3. AO _{22.2} Service bays provided wholly or partly within a building are physically separated from the rest of the buildings floor space in manner that makes it impractical to use them as storage or work areas. AO _{22.3} The design and provision of access driveways, manoeuvring areas and loading and unloading facilities for service vehicles complies with Australian Standard AS 2890.2 – 1989 – <i>Off Street Parking – Commercial Vehicle Facilities</i> . AO _{22.4} Vehicles being loaded or unloaded with goods stand completely on-site and do not impede access to more than 6 parking spaces or 50% of the on-site parking spaces (whichever is the lesser) while doing so. AO _{22.5} Service vehicles can enter and leave the site in a forward gear.	Complies (PO22) Refer to Section 4.3.2 of the Town Planning Report.
PO ₂₃ Refuse collection vehicles are able to access on-site refuse collection facilities.	AO _{23.1} Where an on-site refuse area is provided, access and manoeuvring areas are designed and provided to enable access by refuse collection vehicle based on the Design Service Vehicle in Austroads/Standards Australia HB72 – Design Vehicles and Turning Path Templates.	Complies (AO23.1) Refer to the Traffic Impact Assessment Report at Appendix C .

Performance outcomes	Acceptable outcomes	Response
PO ₂₄ Servicing arrangements minimise any adverse impact the amenity of premises in the vicinity.	No acceptable outcome is nominated.	Complies (PO24) Refer to the Environmental Noise Impact Assessment provided at Appendix E .
PO ₂₅ Servicing arrangements are located and designed to avoid dominating the road frontage of the site or otherwise detracting from streetscape character.	AO _{25.1} Areas used for servicing are not located at the front of developments, or are otherwise screened to minimise visual intrusion in the streetscape.	Complies (AO25.1) The servicing area is located to the side of the development, behind the main building line and away from the street. It is designed to suitably minimise visual intrusion on the street.

Table 9.4.6:2 – Vehicle Provision Rates⁸

For the purpose of interpreting Columns 2 and 3 – Service Vehicle Provision Rate the following definitions apply:

'No specific rate' – means the required number of parking spaces (or facilities for service vehicles) will be based on the circumstances of the specific proposal and assessed against the Performance Criteria and information provided with the application.

Where the calculated number of vehicle parking spaces is not a whole number, the required number of vehicle parking spaces to be provided is rounded-up to the next highest whole number;

Where development involves two or more uses on the same premises, vehicle parking demand is calculated by totalling the requirements for each use;

When calculating car parking provision rates, 'Practitioner' and 'Staff' should be considered separate to each other – with 'Practitioner' not being included within the parking provision calculation for 'Staff';

SRV - means Small Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).

HRV - means Heavy Rigid Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).

AV - means Articulated Vehicle (for vehicle dimensions and manoeuvring requirements see Australian Standard AS 2890.2 – *Off Street Parking – Commercial Vehicle Facilities*).

Development	Parking Rates	Service Vehicle Provision Rate
Adult Store	One (1) space per 25m ² GFA.	(1) Less than 500m ² GFA – 1 HRV. (2) 500m ² – 1,999m ² GFA – 1 AV. (3) 2,000m ² GFA plus – No specific rate.
Agricultural Supplies Store	One (1) space per 25m ² GFA.	1 AV.
Air Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Animal Husbandry	No Parking Rate Nominated.	No specific rate.
Animal Keeping	One (1) space per FTE staff plus five (5) spaces.	Nil.
Aquaculture	One (1) space per FTE staff.	No specific rate.
Bar	One (1) space per 25m ² GFA.	No specific rate.

⁸ Amended on 9 August 2019

Development	Parking Rates	Service Vehicle Provision Rate
Bulk Landscape Supplies	One (1) space per 200m ² of total use area with a minimum of four (4) spaces.	1 AV.
Car Wash	One (1) space per 25m ² GFA.	Nil.
Caretaker's Accommodation	Two (2) parking spaces.	Nil.
Cemetery	30 spaces plus one (1) space per two (2) FTE staff on the premises at any one time.	Nil.
Child Care Centre	One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff.	Nil.
Club	0.3 space per patron.	1 SRV.
Community Care Centre	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Community Residence	Two (2) parking spaces.	Nil.
Community Use	0.4 space per patron.	No specific rate.
Crematorium	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Cropping	No Parking Rate Required.	Nil.
Detention Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Dual Occupancy	Two (2) parking spaces per dwelling.	Nil.
Dwelling House ⁹	One (1) parking space where the dwelling has one (1) or two (2) bedrooms. Two (2) parking spaces where the dwelling has three (3) or more bedrooms.	Nil.

⁹ Amended on 29 November 2019

Development	Parking Rates	Service Vehicle Provision Rate
Dwelling Unit	One (1), per one (1) and two (2) bedroom unit plus two (2) for each unit of three (3) or more bedrooms.	Nil.
Educational Establishment	Preparatory - One (1) space per seven (7) children enrolled, plus one (1) space per FTE staff. Primary – One (1) space per ten (10) students plus 1 space per FTE staff. The visitor parking can be provided as a set-down per pick-up area (20% of short term parking); Secondary – One (1) space per ten (10) year 12 students; plus, a set-down per pick-up area for visitors and one (1) space per FTE staff; Tertiary – One (1) space per FTE staff; plus, one (1) space per ten (10) students.	1 SRV.
Emergency Services	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Extractive Industry	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Food and Drink Outlet	One (1) space / 20m ² GFA; plus queueing area for ten (10) vehicles for any drive-through facility from the collection point.	1 SRV.
Function Facility	0.4 space per patron.	No specific rate.
Funeral Parlour	0.3 space per seat or to each square metre of GFA whichever is greater.	1 SRV.
Garden Centre	10% of site area.	1 HRV.
Hardware And Trade Supplies	One (1) space per 40m ² GFA.	(1) Less than 1,000m² GFA – One (1) HRV. (2) 1,000m² – 1,999m² GFA – One (1) AV. (3) 2,000m² GFA plus – No specific rate.
Health Care Services	One (1) space per FTE staff, plus three (3) visitors spaces per FTE practitioner.	One (1) ambulance vehicle pick-up and set-down space if more than two (2) practitioners work from the site at any one time.

Development	Parking Rates	Service Vehicle Provision Rate
High Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	(1) 0 – 999m ² GFA: One (1) HRV. (2) 1,000m ² – 2000m ² GFA: One (1) AV. (3) 2,000m ² GFA: No specific rate.
Home Based Business	One (1) space per non-resident FTE staff.	Nil.
Hospital	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Hotel	0.4 space per patron.	1 AV.
Indoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Intensive Animal Industries	No Parking Rate Required.	No specific rate.
Intensive Horticulture	One (1) space per staff.	No specific rate.
Landing	No Parking Rate Required.	Nil.
Low Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	(1) 0 – 999m ² GFA: One (1) HRV. (2) 1,000m ² – 2,000m ² GFA: One (1) AV. (3) 2,000m ² GFA: No specific rate.
Major Electricity Infrastructure	No Parking Rate Required.	No specific rate.
Major Sport, Recreation And Entertainment Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Market	Eight (8) spaces per 100m ² of stall area (excluding access paths).	No specific rate.
Medium Impact Industry	Two (2) spaces per tenancy plus one (1) space per 100m ² GFA.	(1) 0 – 999m ² GFA: One (1) HRV. (2) 1,000m ² – 2,000m ² GFA: One (1) AV. (3) 2,000m ² GFA: No specific rate.
Motor Sport Facility	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.

Development	Parking Rates	Service Vehicle Provision Rate
Multiple Dwelling ¹⁰	One (1) space per one (1) bedroom dwelling. Two (2) spaces for each dwelling with two (2) or more bedrooms One (1) visitor space for every four (4) dwellings.	1 SRV where more than 10 units.
Nature-based Tourism	No Parking Rate Required.	No specific rate.
Nightclub Entertainment Facility	One (1) space per 5m ² GFA; plus 0.5 space per staff FTE.	No specific rate.
Non-resident Workforce Accommodation	No Parking Rate Required.	Nil.
Office	3.5 spaces per 100m ² GFA.	(1) Less than 200m ² GFA – Nil. (2) 200m ² – 999m ² GFA – One (1) AV. (3) 1,000m ² GFA plus – No specific rate.
Outdoor Sales	One (1) space per 150m ² of total use area.	1 AV.
Outdoor Sport And Recreation	Applicant to provide parking report justifying proposed provision of parking.	Nil.
Outstation	No Parking Rate Required.	Not Applicable.
Park	No Parking Rate Required.	Nil.
Parking Station	No Parking Rate Required	Not Applicable.
Permanent Plantations	No Parking Rate Required.	Nil.
Place Of Worship	One (1) space per 10m ² GFA, OR one (1) space per ten (10) seats (or part thereof), whichever is the greater.	1 SRV.
Relocatable Home Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contain five (5) or more dwellings.	No specific rate.

¹⁰ Amended on 29 November 2019

Development	Parking Rates	Service Vehicle Provision Rate
Renewable Energy Facility	No Parking Rate Required.	No specific rate.
Residential Care Facility	0.3 space per lodging room.	No specific rate.
Resort Complex	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.
Retirement Facility	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where development contains five (5) or more dwellings.	No specific rate.
Roadside Stalls	No Parking Rate Required.	Nil.
Rooming Accommodation	0.5 space per Rooming Unit, plus 0.25 visitor space per Rooming Unit, plus one (1) space for an on-site manager (if applicable).	Nil.
Rural Industry	One (1) space per 100m ² GFA.	(1) 0 – 999m ² GFA: One (1) HRV. (2) 1,000m ² – 2,000m ² GFA: One (1) AV. (3) 2,000m ² GFA: No specific rate.
Rural Worker's Accommodation	No Parking Rate Required.	Nil.
Sales Office	Two (2) spaces per dwelling.	Nil.
Service Industry	One (1) space per 100m ² GFA.	(1) Less than 500m ² GFA – One (1) HRV. (2) 500m ² – 1,999m ² GFA – One (1) AV. (3) 2,000m ² GFA plus – No specific rate.
Service Station	One (1) space per 25m ² GFA.	1 AV.
Shop	One (1) space per 20m ² GFA.	(1) Less than 500m ² GFA – One (1) HRV. (2) 500m ² – 1,999m ² GFA – One (1) AV. (3) 2,000m ² GFA plus – No specific rate.
Shopping Centre	3.5 spaces per 100m ² GFA.	No specific rate.
Short-Term Accommodation	One (1) space per unit plus 50% of the requirement for each ancillary use.	1 SRV.

Development	Parking Rates	Service Vehicle Provision Rate
Showroom	One (1) spaces per 40m ² GFA.	(1) Less than 1,000m ² GFA – One (1) HRV. (2) 1,000m ² – 1,999m ² GFA – One (1) AV. (3) 2,000m ² GFA plus – No specific rate.
Substation	No Parking Rate Required.	No specific rate.
Telecommunications Facility	No Parking Rate Required.	No specific rate.
Theatre	0.4 spaces per patron.	No specific rate.
Tourist Attraction	Applicant to provide parking report justifying proposed provision of parking.	No specific rate.
Tourist Park	One (1) per dwelling, plus one (1) visitor space for every five (5) dwellings where developments contains five (5) or more dwellings.	1 SRV.
Transport Depot	One (1) car space for every truck space; plus one (1) space per every two (2) non-driver staff.	No specific rate.
Utility Installation	No Parking Rate Required.	No specific rate.
Veterinary Services	One (1) space per FTE staff, plus 3 visitors spaces per FTE practitioner.	1 SRV.
Warehouse	1.5 spaces per 100m ² GFA.	(1) 0 – 999m ² GFA: One (1) HRV. (2) 1,000m ² – 2,000m ² GFA: One (1) AV. (3) 2,000m ² GFA: No specific rate.
Wholesale Nursery	One (1) space per 100m ² of total use area.	1 HRV.
Winery	One (1) space per 25m ² of retail GFA plus three (3) spaces per 100m ² of manufacturing GFA.	No specific rate.

Table 9.4.7:1 – Works and Services Code – Requirements for accepted development and assessment benchmarks for assessable development

Performance outcomes	Acceptable outcomes	Response
Utilities		
PO₁ A water supply is provided that is adequate for the current and future needs of the intended use.	AO_{1.1} Where within a water supply area, the development is connected to Council's reticulated water supply system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>. OR AO_{1.2} Where not in a water supply area, the development is provided with an on site water supply in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>. AO_{1.3} Water supply systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.	Complies (AO1.1) Refer to Table 4 of the Town Planning Report. A condition of approval can be applied to ensure that connection is made in accordance with the applicable standard.
PO₂ Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	AO_{2.1} Where within a wastewater area, the development is connected to the Council's reticulated wastewater system in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>. OR AO_{2.2} Where not within a wastewater area, on-site waster water treatment and disposal is provided which complies with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>. AO_{2.3} Waste water systems and connections are designed and constructed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i>.	Complies (AO2.1) Refer to Table 4 of the Town Planning Report. A condition of approval can be applied to ensure that connection is made in accordance with the applicable standard.

Performance outcomes	Acceptable outcomes	Response
PO ₃ The development is equipped with an adequate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority.	AO _{3.1} Premises are connected to an electricity supply approved by the relevant energy regulatory authority.	Complies (PO3) Refer to Table 4 of the Town Planning Report. A condition of approval can be applied to ensure that connection is made in accordance with the applicable standard.
PO ₄ Premises are connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO _{4.1} The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	Complies (AO4.1) Refer to Table 4 of the Town Planning Report. A condition of approval can be applied to ensure that connection is made in accordance with the applicable standard.
PO ₅ Provision is made for future telecommunications services (e.g. fibre optic cable).	AO _{5.1} Conduits are provided in accordance with SC6.2 <i>PSP No.2 Engineering Standards – Roads and Drainage Infrastructure</i> . ¹	Complies (AO5.1) A condition of approval can be applied to ensure compliance.
PO ₆ Development near utility services does not: (a) adversely affect the function of the service; or (b) place an additional load on the service; and (c) protects the infrastructure from physical damage; and (d) allows ongoing necessary access for maintenance purposes.	AO _{6.1} Setbacks and loadings comply with <i>the Queensland Development Code QDC MP1.4</i> . ² .	Not Applicable (PO6) The proposed indoor sport and recreation facility is not near a utility service.
PO ₇ Infrastructure is integrated with and efficiently extends existing networks.	No acceptable outcome is nominated.	Complies (PO7) The proposed development involves infrastructure that will efficiently connect to infrastructure in the vicinity of the subject site.

¹ Amended on 27 April 2018

² Amended on 27 April 2018

Performance outcomes	Acceptable outcomes	Response
PO ₈ Water meter/s are installed and located for easy access by the relevant authority.	AO _{8.1} Water meter/s are installed in accordance with <i>SC6.3 PSP No. 3 Engineering Standards – Water and Wastewater Infrastructure</i> . ³	Complies (AO8.1) A condition of approval can be applied to ensure compliance.
Movement Networks		
PO ₉ Premises are provided with the following works along the full extent of the road frontage and to a standard that is appropriate to the function of the road and the character of the locality: (a) appropriate roadway treatment; (b) appropriate pavement edging (including kerb and channel); (c) safe vehicular access; (d) safe footpaths and bikeways; (e) street scaping or street tree planting; (f) stormwater drainage; and (g) street lighting systems.	AO _{9.1} Design and construction of external road works are undertaken in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{9.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i> .	Complies (PO9) All necessary external works were undertaken as part of the underlying subdivision which established the subject site. All existing works are in accordance with the applicable standards. No upgrades or modifications are required in relation to the proposed development.
PO ₁₀ Provision is made in the road reserve for street scaping, pedestrians and cyclists in a manner consistent with: (a) the current and projected level of usage; (b) the desired streetscape character; and (c) activities which are anticipated to occur within the verge.	AO _{10.1} Street scaping works, footpaths and cycle paths are provided in accordance with <i>PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> . AO _{10.2} Footpaths and bikeways are provided in accordance with the <i>Austroads Guide to Road Design – Part 6A: Pedestrian and Cyclist Paths (Austroads 2009m)</i> .	Complies (PO10) All necessary external works were undertaken as part of the underlying subdivision which established the subject site. All existing works are in accordance with the applicable standards. No upgrades or modifications are required in relation to the proposed development.
PO ₁₁ Parking areas are constructed in a manner that is sufficiently durable for the intended function, maintains all-weather access and ensures the safe passage of vehicles, pedestrians and cyclists.	AO _{11.1} Parking area design and construction is undertaken in accordance with the Transport, Access and Parking Code.	Complies (AO11.1) Refer to response provided to the Transport, Access and Parking Code at Appendix I.

³ Applicants should also have regard to the metering requirements of other relevant authorities.

Performance outcomes	Acceptable outcomes	Response
PO ₁₂ Movement networks can be easily and efficiently maintained.	AO _{12.1} Infrastructure is provided in accordance with <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO12.1) The existing movement networks surrounding the subject site have been provided to a suitable standard and can be easily and efficiently maintained.

Performance outcomes	Acceptable outcomes	Response
Vehicular Access – Non-residential⁴		
PO₁₃ Non-residential vehicular access arrangements to a public roadway, including driveway crossovers: (a) are safe and do not compromise the efficiency, function, convenience of use or capacity of the road network; (b) are located and designed to: (i) avoid damage to utility services, pathways, kerbs, road pavement and seal and other council/public infrastructure; (ii) prevent conflict between vehicles and cyclists and pedestrians; and (iii) avoid damage to existing street trees and retain space for the future planting of street trees within the verge. (c) minimise the number of vehicular access per site to avoid the loss of on-street carparking spaces, and are appropriately separated from other vehicular accesses and side property boundaries to prevent interference with: (i) the safety, capacity and operations of the existing or planned road network; (ii) any existing vehicular accesses; (iii) adjoining properties; and (iv) cycleways or pedestrian footpaths and their users. (d) protect the amenity of premises in the vicinity and surrounding streetscape by: (i) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (ii) minimising the width and grade of the access; and (iii) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping.	AO_{13.1} Non-residential vehicular access and driveway crossovers to a public road are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) for a lot with a frontage of 10m or less; (g) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; and (h) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{13.2} Non-residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading	Complies (PO13) Vehicle access to the proposed indoor sport and recreation facility and associated tenancies is; a) Safe, efficient and has minimal impact on the existing transport network b) Designed to avoid infrastructure and street trees, and prevent conflict with pedestrians / cyclists (footpath with crossings provided) c) Appropriately spaced and provides a suitable number of car parking spaces; and, d) Designed to enhance the amenity of the streetscape within the subject site and surrounding vicinity. Refer to the Traffic Impact Assessment Report at Appendix D

⁴ Amended on 30 April 2021

Performance outcomes	Acceptable outcomes	Response
	bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; (i) retain space for the planting of street trees at a minimum rate of one (1) per lot frontage; and (j) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking</i> and <i>Australian Standard AS 2890.2</i> (where relevant), the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> and <i>Australian Standard AS 4970-2009 – Protection of Trees on Development Sites</i>.	

Performance outcomes	Acceptable outcomes	Response
Vehicular Access – Residential ⁵		

⁵ Amended on 30 April 2021

PO₁₄ Residential vehicular access arrangements, including driveway crossovers: (a) are appropriate for: (i) the capacity of the parking area; (ii) the volume, frequency and type of vehicle useage; and (iii) the function and configuration of the access road. (b) minimise any potentially adverse impact on: (i) the safety and efficiency of the road and pedestrian/cycle paths; (ii) the safety and efficiency of the road and footpath users; (iii) the integrity of any infrastructure within the road reserve; and (iv) the safety of access to adjacent properties. (c) protect the amenity of premises in the vicinity by: (i) maintaining the predominant vehicular access pattern in the street, including consistent width, grade and location; (ii) preserving the residential amenity of the streetscape, including noise and visual impact, and consideration of existing landscaping by considering: (A) use of materials which integrate with the streetscape (e.g. existing crossovers and driveways, etc); (B) minimising the width and grade of the access; (C) minimising impacts on the appearance of the streetscape by retaining existing vegetation, including approved landscaping; and (D) locating the access to minimise the impact of vehicle noise on neighbouring/adjoining properties.	AO_{14.1} Residential vehicular access and driveway crossovers are not: (a) an additional site/property access; (b) to a State-controlled Road or a road with bluestone kerbing; (c) within 25 m of a signalised road intersection; (d) within 20m of an unsignalised road intersection in a Commercial or Industrial Area; (e) within 10m of an unsignalised road intersection in a Community, Residential, Rural or Other Area; (f) within 1m of any infrastructure, including street signage, power poles, street lights, manholes, stormwater gully pits, or other Council/public utility asset; (g) within the Tree Protection Zone, as defined by <i>Australian Standard 4970-2009</i>; (h) for a lot with a frontage of 10m or less; (i) greater than 4m in width when for a lot with a frontage/width of more than 10m but less than 20m; and (j) greater than 6m in width when for a lot with a frontage/width of greater than 20m. <i>Note: An additional site access is considered to be more than one site access.</i> AO_{14.2} Except where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; or	Not Applicable (PO14) The proposed works is not for a residential use.
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Performance outcomes	Acceptable outcomes	Response
	(f) do not access an unformed or unkerbed road; (g) are constructed from reinforced concrete; (h) are perpendicular to the road edge; and	
	(i) are provided in accordance with the <i>Australian Standard AS 2890.1 – Off Street Car Parking</i> and <i>Australian Standard AS 2890.2</i> (where relevant), the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i> and <i>Australian Standard AS 4970-2009 – Protection of Trees on Development Sites</i>. AO_{14.3} Where in a Rural Zone, residential vehicular access and driveway crossovers: (a) do not require the modification, relocation, or removal of any existing infrastructure (e.g. street trees, fire hydrants, water meters, manholes or stormwater gully pits); (b) do not affect or are not adjacent to a traffic island, speed control device, car parking bay, bus stop, or other structure within the roadway; (c) do not require removal or modification of any existing kerbing, traffic island, speed control device, car parking bay, loading bay, bus stop, or other structure within the road reserve; (d) do not require any change to existing footpath/verge profiles, including table drains (where relevant); (e) do not have access restricted by an access restriction strip or link reserve; (f) are sealed where accessing a sealed formed road; (g) are perpendicular to the road edge; and (h) are provided in accordance with the relevant standard drawing in <i>SC6.2 PSP No. 2 Engineering Standards – Roads and Drainage Infrastructure</i>.	
Earthworks and Retaining Walls⁶		

Performance outcomes	Acceptable outcomes	Response
PO ₁₅ Earthworks result in stable landforms and structures.	AO _{15.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO15.1) The subject site is generally flat and no significant earthworks are proposed. A 1m high retaining wall will be provided along the west of the subject site. A condition of approval can be applied to ensure that works are undertaken in accordance with the applicable standards.
PO ₁₆ Earthworks do not result in the contamination of land or water and avoid risk to people and property.	AO _{16.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO16.1) No significant earthworks are required. A condition of approval can be applied to ensure works undertaken are in accordance with the applicable standards.
PO ₁₇ Earthworks are undertaken in a manner that: (a) maintains natural landforms; (b) minimises height of retaining walls and batter faces; (c) does not unduly impact on the amenity or privacy for occupants of the site or on adjoining land; and (d) does not unduly impact on the amenity of the streetscape.	AO _{17.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO16.2) No significant earthworks are required. A condition of approval can be applied to ensure works undertaken are in accordance with the applicable standards.
PO ₁₈ Earthworks do not create or worsen any flooding or drainage problems on the site or on neighbouring properties.	AO _{18.1} Earthworks and the construction of retaining walls and batters are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO18.1) No significant earthworks are required. A condition of approval can be applied to ensure works undertaken are in accordance with the applicable standards.

⁶ Applicants should note that Council may request the submission of an engineering report undertaken by suitably qualified professionals to demonstrate compliance with the performance outcomes, particularly where alternative solutions are proposed.

Performance outcomes	Acceptable outcomes	Response
PO ₁₉ Earthworks do not prevent access or create difficult access to the property.	AO _{19.1} Earthworks and the construction of retaining walls and batters ensure driveways can be provided in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO19.1) No significant earthworks are required. A condition of approval can be applied to ensure works undertaken are in accordance with the applicable standards.
PO ₂₀ Earthworks do not cause a significant impact on the amenity of the locality or along routes taken to transport material as a result of truck volumes, dust or noise.	AO _{20.1} Earthworks are undertaken in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Not Applicable (PO20) Majority of the major earthworks has already been completed to suit a previous approval. A condition can be applied to ensure that the limited necessary earthworks are undertaken in accordance with the applicable standards.
PO ₂₁ The transportation of material minimises adverse impact on the road system.	AO _{21.1} Material is transported in accordance with <i>SC6.2 PSP No. 2 – Engineering Standards – Roads and Drainage Infrastructure</i> .	Complies (AO21.1) A condition of approval can be applied to ensure compliance.
Waste Management		
PO ₂₂ Where relevant, the development is capable of providing for the storage, collection, treatment and disposal of trade waste ⁷ such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; and (c) the performance of the wastewater system is not put at risk.	No acceptable outcome is nominated.	Complies (PO22) A standard condition can be imposed to ensure compliance with the relevant requirements.

⁷ For the purposes of this code trade waste is defined as water-borne waste from business, trade or manufacturing premises, other than human waste or stormwater.

Performance outcomes	Acceptable outcomes	Response
PO₂₃ Appropriate refuse container storage areas are provided which are: (a) in a building or enclosing structure or screened from public view; (b) of adequate size to accommodate the expected amount of refuse to be generated by the use; (c) in a position that is conveniently accessible for collection; and (d) able to be kept in a clean state at all times.	AO_{23.1} Refuse container storage areas are provided which: (a) are in a building, outbuilding or other enclosed structure, or otherwise screened from public view, by a minimum 1.5 m high solid fence or wall or dense vegetation; (b) are provided with an imperviously sealed pad, on which to stand the bin(s), that is drained to an approved waste disposal system; (c) are within normal hose length of a hose cock; (d) are large enough to accommodate at least one (1) standard sized container per dwelling and, in commercial and industrial premises, one (1) or more industrial bins of a size appropriate to the nature and scale of use; and (e) are situated not closer than 6m to a road or 2m to any site boundary. AO_{23.2} On sites greater than 2,000m² in area, provision is made for refuse collection vehicles to access the collection area and to enter and leave the site in a forward direction without having to make more than a 3-point turn.⁸ AO_{23.3} For multiple dwelling and retirement facility, container storage areas are located not more than 50m from any dwelling.	Complies (AO23.1) Refuse container storage areas are provided which a) Shall be covered and screened to a minimum height of 1.5m b) Will be located on an impervious surface c) Located near a hose cock to allow for the washing of bins within the bin store d) Include two (2) 1,100L wheelie bulk bins (one for general waste and one for recycling waste). e) The bin store will be located greater than 2m from a site boundary. Complies (AO23.2) A refuse collection vehicle is able to enter and exit the site in a forward gear. Refer to Traffic Impact Assessment Report provided at Appendix C. Not Applicable (AO23.3) The proposed works is not for multiple dwellings or a retirement facility.
PO₂₄ Where the use is non-residential and generates recyclable waste, provision is made for conveniently located recycling bins on the premises, including in the refuse container storage area.	No acceptable outcome is nominated.	Complies (PO24) Provisions for recyclable waste within the proposed refuse storage area, which is conveniently accessible from the proposed tenancies.

⁸ Refer to the Parking, Transport and Servicing Code for refuse vehicle turning requirements.

Performance outcomes	Acceptable outcomes	Response
Construction Management		
PO ₂₅ Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO _{25.1} Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; and (d) removal from the site of all declared noxious weeds and environmental weeds.	Not Applicable (P025) The subject site does not contain significant or noticeable vegetation.
PO ₂₆ Work is undertaken in a manner which does not cause unacceptable impacts on surrounding areas as a result of dust, odour, noise or lighting.	AO _{26.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies (AO26.1) A condition of approval can be applied to ensure compliance.
PO ₂₇ While undertaking development works, the site and adjoining road are maintained in a tidy, safe and hygienic manner.	AO _{27.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies (AO27.1) A condition of approval can be applied to ensure compliance.
PO ₂₈ Traffic, parking and delivery of construction materials generated during construction are managed to minimise impact on the amenity of the surrounding area and to manage the safety of pedestrians, cyclists and motorists.	AO _{28.1} Construction is undertaken in accordance with the Environmental Standards Code.	Complies (AO28.1) A condition of approval can be applied to ensure compliance.
PO ₂₉ Council and state infrastructure is not damaged by construction activities.	AO _{29.1} Construction, alterations and any repairs to infrastructure is undertaken in accordance with the <i>SC6.2 PSP No.2 Engineering Standards – Roads and Drainage Infrastructure, Queensland Development Code QDC MP1.4, and, where applicable, in consultation with the relevant service authority.</i> ⁹ AO _{29.2} Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i> .	Complies (AO29.1) A condition of approval can be applied to ensure compliance. Note Applicable (AO29.2) There is no applicable infrastructure associated with the development or in the immediate vicinity of the subject site.

⁹ Amended on 27 April 2018