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APPLICATION REF
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9.4.10 Subdivision code

9.4.10.1 Application

1. This code applies to assessing reconfiguring a lot if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9), reconfiguring a lot (section 5.6) or an overlay (section 5.10); or
 - b. impact assessable development, to the extent relevant.

Note—This code applies to all aspects of reconfiguring a lot, ranging from a single site where no road is created to a new residential community, as well as other types of reconfiguring a lot.

Editor's note—Reconfiguring a lot involving only the subdivision of 1 lot into 2 lots is subject to the regulated categories of development and assessment in section 5.4, if in a zone in the Residential zones category or in a zone in the Industry zones category. In this instance, the Reconfiguring a lot (subdividing one lot into two lots) and associated operational works code, being a requirement under the Regulation will also apply.

2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where buildings are approved, they and the land they are on can be separately titled either in freehold or other title forms. The provisions in this code relating to reconfiguring a lot of existing or approved buildings do not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category. A dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the Residential zones category is always to remain as a sole lot by any title or tenure. A reconfiguring a lot proposal that does separate these components of a dwelling house and includes them on individual title is inappropriate and incompatible development and is highly unlikely to be supported. This ensures that the expectation of residents for a high standard of residential amenity is protected.

Note—If reconfiguring a lot is proposed in conjunction with a development application for a use or uses that require assessment, the development application for the reconfiguring a lot will not be approved until the development application for the intended change of use has been determined.

Note—This code may be applied in conjunction with or subsequent to a material change of use and the sealing of a plan of subdivision may be subject to matters relating to the material change of use.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- biodiversity areas, guidance and requirements are provided in the Biodiversity areas planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- structure plan preparation, guidance is provided in the Structure planning planning scheme policy;
- transport, access, parking or servicing, standards and guidelines are provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy;
- climate-responsive subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

9.4.10.2 Purpose

1. The purpose of the Subdivision code is to regulate development for reconfiguring a lot.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:
 - i. landscape and built form character, environmental and other values of the site or locality;

- ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;
- iii. amenity of intended uses and existing surrounding residential uses;
- iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.
- b. Development for reconfiguring a lot results in lots and an arrangement of lots that:
 - i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;
 - ii. accommodate lawful uses;
 - iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;
 - iv. are arranged and configured to complement the pattern of development in the locality;
 - v. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.
- c. Development for reconfiguring a lot under the *Land Title Act 1994* and the *Body Corporate and Community Management Act 1997* occurs in a manner that achieves good urban design outcomes.
- d. Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.
- e. Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.
- f. Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.
- g. Development for reconfiguring a lot provides infrastructure and services that:
 - i. comply with the relevant standards in the planning scheme;
 - ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;
 - iii. maximise the quality and utility of the public realm.

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1	AO1.1	Performance Outcome Achieved. The proposed subdivision does not comply with the minimum lot

Development results in lots and an arrangement of lots that: - enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; - are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; - feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; - complement the streetscape, local context and character for the locality; - address development constraints.	Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	dimensions prescribed under Table 9.4.10.3.B. In particular, proposed Lot 21 does not achieve the standard small lot benchmarks and proposed Lot 22 constitutes a rear lot that does not achieve the minimum 600sqm lot size or 14m x 20m minimum rectangle dimensions prescribed under Table 9.4.10.3.B Part 3. Notwithstanding, the proposal demonstrates that both allotments remain capable of accommodating practical detached dwelling outcomes and are of a usable shape and configuration.
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	The proposed subdivision layout has been specifically designed to demonstrate: - functional lot configurations; - practical vehicle access arrangements; - safe manoeuvring opportunities; - compliant access handle dimensions; and - suitable siting opportunities for future dwellings.
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or	The proposal remains consistent with the broader intent of the Low Density Residential Zone and surrounding locality, which already contains a number of undersized residential allotments. Existing nearby examples include lots ranging from approximately 202sqm to 397sqm, demonstrating that smaller residential allotments are an established feature of the surrounding urban fabric. A building envelope plan is proposed to accompany the development and demonstrates the practical development capability of both resultant lots. The proposal therefore satisfies the intent of PO1 by providing lots capable of accommodating future lawful

	structure being located: - across a proposed lot boundary; or - within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: - physical inspection is undertaken at the framing stage of construction; - written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; - other evidence received and agreed by the Council.	residential development consistent with the broader residential character of the locality.
PO2 Development creates useable lots that: - do not rely on excessive cut and fill; - do not intrude into areas of waterway and environmental significance; - ensure any cutting, filling, retaining walls and earthworks: - minimise adverse impacts to vegetation, natural features and topography; - avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;	A02.1 Development ensures that any cutting, filling, retaining walls and earthworks: - result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: - a single level change; or - any step in a series of level changes. - locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; - limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the	Compliant. The proposed subdivision is capable of accommodating future residential development without reliance on excessive earthworks. No waterways, environmental corridors or artificial waterways are affected by the proposal. Any future filling, excavation or retaining works associated with future dwelling construction can be appropriately managed through detailed engineering and building design.

d. minimise adverse impacts to the utility of existing or proposed transport network elements.	movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: 1 into 10 on the shortest lot axis; 1 into 15 on the longest axis. AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone. AO2.4 Development does not involve the creation of canals or artificial waterways.	
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: - in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; - for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; - to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; - to maintain the safety and efficiency of the	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: - design and construction in accordance with the road hierarchy; - safe travel for pedestrian, cyclists and vehicles; - access to properties for all modes; - utilities; - high levels of aesthetics and amenity, improved liveability and future growth; - a high-quality streetscape; - a low-maintenance asset with minimal whole-of-life cost.	Compliant. The proposal provides practical and functional vehicle access arrangements to both resultant allotments. The rear allotment is serviced by a compliant access handle arrangement consistent with the rear lot access provisions of the Planning Scheme. The access arrangement has been designed having regard to applicable Brisbane Standard Drawings and vehicle manoeuvring requirements. Safe sight distances and access arrangements can be achieved and the proposal will not adversely impact the operation of the surrounding road network.

transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use. AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot;	
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	b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing. AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor	Compliant. The proposal can be adequately serviced by existing infrastructure networks. A stormwater management strategy has been prepared demonstrating that lawful stormwater discharge arrangements can be achieved. Infrastructure servicing can be appropriately addressed through detailed design and operational works conditions.

	road.	
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: - identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; - avoiding the hazard; or - mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: - contaminated land; - transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	Compliant. The site is located within an established urban residential environment and is suitable for continued low-density residential use. The proposal does not expose future occupants to unacceptable environmental or amenity impacts and is capable of accommodating future residential development in a safe and functional manner.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: - rearranging the boundaries of a lot; or - volumetric format plan subdivision; or - a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
PO6 Development ensures that any rearrangement of a lot boundary: - does not create additional lots; - wholly contains infrastructure and services within the lot they serve; - results in lots having a dimension, arrangement and size that maintains or	AO6 No acceptable outcome is prescribed.	Not applicable. The proposal does not involve rearrangement of existing lot boundaries. The application seeks subdivision of one allotment into two allotments only.

improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.		
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO7 No acceptable outcome is prescribed.	Not applicable. The proposal does not involve volumetric subdivision or statutory easements associated with volumetric titling arrangements.
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	AO8.1 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	Not applicable. The site is wholly contained within the Low Density Residential Zone and does not involve subdivision across differing zones or precincts.
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:		

a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		
PO9 Development ensures that the transport network and all its component elements is designed to: a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	AO9 Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. Note—This outcome can be demonstrated through an application that: • is accompanied by sufficient information (including computer modelling	Not applicable. The proposal does not involve 10 or more lots, new roads or broader transport network infrastructure.

	input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including:	Not applicable. No new pedestrian or bicycle network infrastructure is proposed or required.

Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	Not applicable. No new roads or road reserve dedications are proposed.
PO12 Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses	AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	Not applicable. The proposal does not create a new road network and relies on existing road infrastructure.

and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.	AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park. AO12.3 Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	
PO13 Development provides connected road, pedestrian and bicycle networks.	AO13 Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road;	Not applicable. No new transport network infrastructure is proposed.

	d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.	
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	Not applicable. The proposal does not involve creation of new public roads or streetscape modifications affecting on-street parking arrangements.
PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	Not applicable. The proposal does not involve new intersections or road upgrades.

vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management.		
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	Not applicable. No public transport infrastructure is proposed or required.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	Not applicable. The scale of development does not generate traffic volumes requiring secondary emergency access.
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within:	AO18.1 Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the	Not applicable. The proposal does not involve 20 or more lots, a structure planning exercise or creation of a new residential neighbourhood.

i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning	development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning scheme policy. Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning scheme policy where this information is insufficient. AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	
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process. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	Not applicable. The proposal does not involve significant vegetation removal, waterways or heritage features and can appropriately integrate with the existing site characteristics and surrounding residential context.
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: a. a high proportion of dwellings close to public transport stops; b. higher density residential development close to transport stops; c. non-residential or high trip-generating uses immediately proximate to transport stops.	AO20 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	Not applicable. The site is located within an established urban area with access to existing public transport services and surrounding urban infrastructure.
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	AO21.1 Development provides lots that are generally designed and positioned to locate: a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; b. larger lots or the lowest dwelling densities on south-	Not applicable. The proposed allotments are capable of accommodating future residential development with appropriate solar access, ventilation and private open space outcomes.

	facing slopes or parts of the site where solar access is poor. AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: - meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; - is consistent with the surrounding lot character; or - provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.	AO22.1 Development provides a range of lot sizes that comply with: - the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or - if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or - if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads. AO22.2 Development fronting an existing or proposed road provides: - no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone,	Performance Outcome Achieved. Whilst the proposed allotments are below the standard 400sqm minimum lot size benchmark and the 600sqm minimum rear lot size, the proposal remains consistent with the established and emerging subdivision pattern of the locality. Numerous existing allotments within the surrounding area are already below 400sqm, including examples ranging between approximately 202sqm and 397sqm. The proposal therefore does not introduce an anomalous subdivision outcome within the broader Bulimba locality. Rather, the development reflects an established pattern of smaller residential allotments occurring throughout the surrounding urban area. The proposed subdivision maintains a low-density residential character and facilitates detached dwelling outcomes consistent with the intent of the Low Density Residential Zone. The resultant lots remain capable of accommodating practical future dwelling envelopes, private open space and vehicle parking outcomes. The proposal also supports broader strategic planning objectives relating to housing diversity, urban

	Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: - a consistent lot character; - a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	consolidation and efficient utilisation of existing infrastructure within the Urban Footprint under ShapingSEQ 2023. Accordingly, notwithstanding technical non-compliance with the numerical acceptable outcomes relating to minimum lot size, the proposal is considered to satisfy the intent of PO22 through provision of functional residential allotments compatible with the surrounding locality and anticipated urban character outcomes.
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: - site access opportunities or restrictions; - positive streetscape or park interface opportunities; - opportunities to locate near transport stops or on transport routes; - uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; - development interfaces and land use transitions to residential uses.	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: - with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; - on the end of street blocks or corners; - within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; - so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	Not applicable. The proposal does not involve non-residential, centre or mixed-use development.

PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO24.1 Development where providing lots for multiple dwellings: a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length.	Performance Outcome Achieved. The proposed subdivision has been designed to maintain a traditional residential streetscape presentation to Lytton Road whilst facilitating an appropriate infill residential outcome within an established urban locality. The front allotment maintains a conventional street frontage presentation and future dwelling development will continue to address Lytton Road in a manner consistent with surrounding residential development patterns. The rear allotment is accessed via a compliant 3.5m wide access handle arrangement generally consistent with Brisbane City Council rear lot access provisions. The proposal introduces only one rear allotment and therefore does not result in excessive driveway dominance or unreasonable reduction in on-street landscaping opportunities. The proposal remains compatible with the established and evolving character of the locality, noting that a number of existing undersized and rear lot configurations already exist within the surrounding area. Importantly, the subdivision does not create an overly intensive development outcome and retains the ability for future landscaping, private open space and low-density residential built form outcomes on both allotments. Accordingly, the proposal is considered to satisfy the intent of PO24 notwithstanding technical departures from certain numerical acceptable outcomes associated with lot size and frontage dimensions.
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	

PO25

Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:

- a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;
- b. to maximise outdoor private space, privacy and amenity;
- c. to provide convenient on-site vehicle access and parking.

AO25.1

Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.

AO25.2

Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.

Performance Outcome Achieved. Whilst the proposed allotments do not strictly comply with the standard minimum lot size requirements under Table 9.4.10.3.B, the proposal demonstrates that both resultant lots are functional and capable of accommodating future low-density residential development outcomes.

The subdivision layout has been specifically refined to demonstrate practical dwelling siting opportunities on both allotments, including indicative building envelopes that establish the capacity for future detached dwelling development. Notably, both lots are capable of accommodating 9m x 15m building envelopes, which is a compliant outcome for the front lot.

The proposed lots are regular in configuration and provide sufficient area and dimensions to accommodate:

- future dwelling siting;
- vehicle parking arrangements;
- private open space outcomes;
- landscaping opportunities; and
- servicing infrastructure.

The rear allotment is serviced via a compliant 3.5m wide access handle arrangement and remains capable of accommodating practical residential access and manoeuvring outcomes.

Importantly, the surrounding locality already contains a range of undersized residential allotments, including numerous examples below the standard 400sqm benchmark. In this context, the proposed allotments are not considered anomalous or incompatible with the

		broader established subdivision pattern of the locality. The proposal therefore achieves the intent of PO25 by delivering functional residential lots capable of supporting future low-density residential development notwithstanding technical departures from the prescribed acceptable outcomes.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: - the nature of surrounding parks; - the needs of occupants and visitors; - the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	Not applicable. The proposal does not trigger parkland dedication requirements given the limited scale of the subdivision.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: - not complying with the dimensions in Table 9.4.10.3.B; or - with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: - intended character of a locality; - quality of the public realm and the provision of street trees; - availability of on-street car parking; - natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act</i>	AO27.1 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: - formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; 1.5m to any secondary street frontage where for a corner lot; 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the	Performance Outcome Achieved. Whilst the proposed allotments do not strictly comply with the prescribed acceptable outcomes relating to minimum lot size, the proposal demonstrates that both resultant lots are capable of accommodating practical and functional future dwelling outcomes consistent with the intent of the Low Density Residential Zone. The subdivision layout has been specifically refined to demonstrate practical building envelopes on both allotments, including indicative 9m x 15m building envelopes capable of accommodating future detached dwelling houses, ancillary structures and associated residential amenity outcomes. The proposal provides:

1994.	<i>Land Title Act 1994 and Land Act 1994.</i> Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994 and Land Act 1994.</i> Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code. AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994 and Land Act 1994.</i> AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: - minimises impacts to existing street trees and on-street car parking; - maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994 and Land Act 1994.</i>	- safe and practical vehicle access arrangements; - a compliant 3.5m wide rear access handle to the rear allotment; - opportunities for future landscaping and private open space; - practical dwelling siting arrangements; and - a subdivision pattern compatible with the surrounding urban context. The front allotment maintains a conventional street frontage presentation to Lytton Road, whilst the rear allotment configuration reflects established rear lot subdivision patterns already present within the locality. Importantly, the surrounding Bulimba locality already contains a number of existing undersized residential allotments, including examples significantly below the standard 400sqm benchmark. In this context, the proposed subdivision is not considered anomalous or inconsistent with the established and evolving residential character of the area. PO27 expressly contemplates circumstances where proposed lots do not comply with the prescribed dimensions under Table 9.4.10.3.B and instead requires consideration of whether the lots remain capable of accommodating dwelling houses, ancillary structures and site access without adversely impacting locality character. The submitted plans demonstrate that both allotments can accommodate practical future residential outcomes and therefore satisfy the intent of this Performance Outcome notwithstanding non-compliance with the numerical benchmarks. The proposal also supports broader strategic planning
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		objectives relating to urban consolidation, housing diversity and efficient utilisation of existing infrastructure within the Urban Footprint under ShapingSEQ 2023. Accordingly, the proposal is considered to satisfy the intent of PO27 notwithstanding technical departures from the prescribed numerical acceptable outcomes.
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
PO28 Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street. AO28.2 Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	Not applicable. The proposal is wholly residential in nature and does not involve industrial, centre or mixed-use land.
PO29 Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	AO29 Development provides lots that are arranged to: a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	Not applicable. The proposal is wholly residential in nature and does not involve industrial, centre or mixed-use land.
PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses;	AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	Not applicable. The proposal is wholly residential in nature and does not involve industrial, centre or mixed-use land.

b. are not subdivided or otherwise fragmented into unviable lot sizes.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
PO31 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses.	AO31 No acceptable outcome is prescribed.	Not applicable. The proposal is wholly residential in nature and does not involve industrial, centre or mixed-use land.
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the	AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land. Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or	Not applicable. The site is not located within the Environmental Management Zone, Rural Zone or Regional Landscape and Rural Production Area.

requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i> .	building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i> .	
PO33 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	AO33 Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i> .	Not applicable. The site is not located within the Environmental Management Zone, Rural Zone or Regional Landscape and Rural Production Area.
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
PO34 Development does not result in: a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised. Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.	AO34.1 Development ensures: a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	Not applicable. The proposal does not involve community title subdivision, common property or body corporate arrangements.

Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.		
If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i> Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
PO35 Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking; c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.	AO35 No acceptable outcome is prescribed	Not applicable. The proposal does not involve community title subdivision, common property or body corporate arrangements.
PO36 Development provides internal access ways and driveways that: a. are designed to clearly indicate the function of the access way; b. provide acceptable levels of access,	AO36.1 Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: a. internal access ways that are designed in	Not applicable. The proposal does not involve community title subdivision, common property or body corporate arrangements.

functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	compliance with Table 9.4.10.3.C; b. internal driveways serving a single dwelling that are a maximum of 3m wide; c. driveways serving more than 3 lots that are at least 4m wide. AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
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Table 9.4.10.3.B—Minimum lot dimensions and size of a lot

Note—This table provides minimum lot size and dimensions information and does not amend the categories of development and assessment. Consult the tables of assessment in Part 5 for applicable categories of development and assessment.

Table 9.4.10.3.B Part 1—Standard lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m ²) ⁽¹⁾	Minimum rectangle dimension (m)	Average lot width (m)
If in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone			
Development of a residential lot	450	14 x 20	15

Table 9.4.10.3.B Part 2—Small lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m ²) ⁽¹⁾	Minimum rectangle dimension (m)	Average lot width & minimum frontage (m)
If in the Low density residential zone			
Development for a residential lot	400	9 x 15	10

Where average lot size is 400m ² for the development (calculated excluding rear lots) and all lots comply with minimum rectangle dimension and average lot width requirements	350	6 x 15	10
Where any part of the lot frontage is within 200m walking distance of any part of the lot frontage of a site or sites in a zone in the Centre zones category with a combined site area of more than 2,000m ²	300	6 x 15	7.5
If in the Character zone precinct of the Character residential zone			
Development of a residential lot	Not applicable		
If in the Infill housing zone precinct of the Character residential zone			
Development of a residential lot	300	6 x 15	7.0
Where adjoining the side boundary of a lot 400m ² or greater containing an existing dwelling house	300	6 x 15	7.5
If in the 2 storey mix zone precinct of the Low-medium density residential zone			
Development of a residential lot	260	6 x 15	7.0
Where adjoining the side boundary of a lot 400m ² or greater containing an existing dwelling house	260	6 x 15	7.5
If in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone			
Development of a residential lot	260	6 x 15	7.0
Where adjoining the side boundary of a lot 400m ² or greater and vehicle access is from a secondary frontage (typically a rear lane)	260	6 x 15	6.5
Where adjoining the side boundary of a lot 400m ² or greater containing an existing dwelling house	260	6 x 15	7.5
If in the Up to 3 storeys zone precinct of the Low-medium density residential zone			
Development of a residential lot	180	6 x 15	6.5

Where adjoining the side boundary of a lot 400m ² or greater and vehicle access is from a secondary frontage (typically a rear lane)	180	6 x 15	6.0
Where adjoining the side boundary of a lot 400m ² or greater containing an existing dwelling house	180	6 x 15	7.5
If in the Emerging community zone			
Development of a residential lot	350 ⁽²⁾	9 x 15	10
Where a proposed dwelling house lot and an adjoining lot on a side boundary is 400m ² or greater	350 ⁽²⁾	6 x 15	7.5
Where a proposed dwelling house lot and all adjoining lots are smaller than 400m ²	350 ⁽²⁾	6 x 15	6.0

Table 9.4.10.3.B Part 3—Rear lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m ²) ⁽¹⁾	Minimum rectangle dimension (m)	Average lot width (m)
If in the Low density residential zone or Character zone precinct of the Character residential zone			
Development of a residential lot	600 ⁽³⁾	14 x 20	15
If in the Infill housing precinct of the Character residential zone			
Development of a residential lot	450 ⁽³⁾	9 x 15	10
If in the Low-medium density residential zone or Emerging community zone			
Development of a residential lot	350 ⁽³⁾	6 x 15	10

Notes applying to Table 9.4.10.3.B Parts 1, 2 and 3—

⁽¹⁾ Minimum lot size is calculated including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot.

⁽²⁾ Minimum lot size is an average lot size for the development (calculated excluding all lots greater than 900m² and including only those lots intended for a dwelling house) provided all lots comply with minimum

rectangle dimension requirements.

⁽³⁾ The minimum lot size is calculated excluding the access way to a rear lot or the area of any easement that also serves as an access way.

Table 9.4.10.3.B Part 4—All other zones

Zone or South East Queensland Regional Plan area	Minimum lot size (m ²) - standard lot and (rear lot) ⁽¹⁾	Minimum rectangle dimension (m)	Average lot width (m)	Minimum access way width (m) for rear lot
If in the Rural residential zone				
Development of a lot	10,000 (10,000)	14 x 20	40	7.5
If in the Medium density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the High density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in a zone in the Centre zones category				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Mixed use zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Extractive industry zone or General industry C zone precinct of the Industry zone				
Development of a lot	100,000 (100,000)	80 x 100	200	15
If in the General industry B zone precinct of the Industry zone				
Development of a lot	2,000 (2,000)	20 x 40	25 (40) ⁽³⁾	7.5
If in the General industry A zone precinct of the Industry zone				

Development of a lot	1,000 (1,000)	18 x 30	25 (25) ⁽³⁾	7.5
If in the Low impact industry zone				
Development of a lot	1,000 (1,000)	18 x 30	25 (25) ⁽³⁾	7.5
If in the Industry investigation zone				
Development of a lot	100,000 (40,000)	80 x 100	100	15
If in the Special industry zone				
Development of a lot	100,000 (100,000)	80 x 100	100	15
If in the South East Queensland Regional Plan Urban Footprint where not in the above zones				
Development of a lot	100,000 (100,000)	50 x 80	Not specified	10
If in the South East Queensland Regional Plan Regional Landscape and Rural Production Area⁽⁴⁾				
Development of a lot	1,000,000 (1,000,000)	50 x 80	Not specified	10

Notes applying to Table 9.4.10.3.B Part 4—

⁽¹⁾ The minimum lot size is calculated:

- including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot;
- excluding the access way to a rear lot or the area of any easement that also serves as an access way.

⁽²⁾ The minimum rectangle dimension excludes any area required for fire management or a bushfire management footprint plan.

⁽³⁾ The distance in brackets is the minimum frontage to a major road shown in the Road hierarchy overlay.

⁽⁴⁾ Subdivision of land within the South East Queensland Regional Landscape and Rural Production Area must comply with Schedule 10 of the *Planning Regulation 2017*. A minimum lot size of 100ha applies unless the subdivision meets an exemption as described in the *Planning Regulation 2017*.

Table 9.4.10.3.C—Design of access ways in community title development

Minimum carriageway width	6.5m
Minimum total access way reserve	10m

Minimum verge width	1.5m
Footpath	1.5m
Cul-de-sac design for service vehicle	3 point turn
Kerb and channel	Required

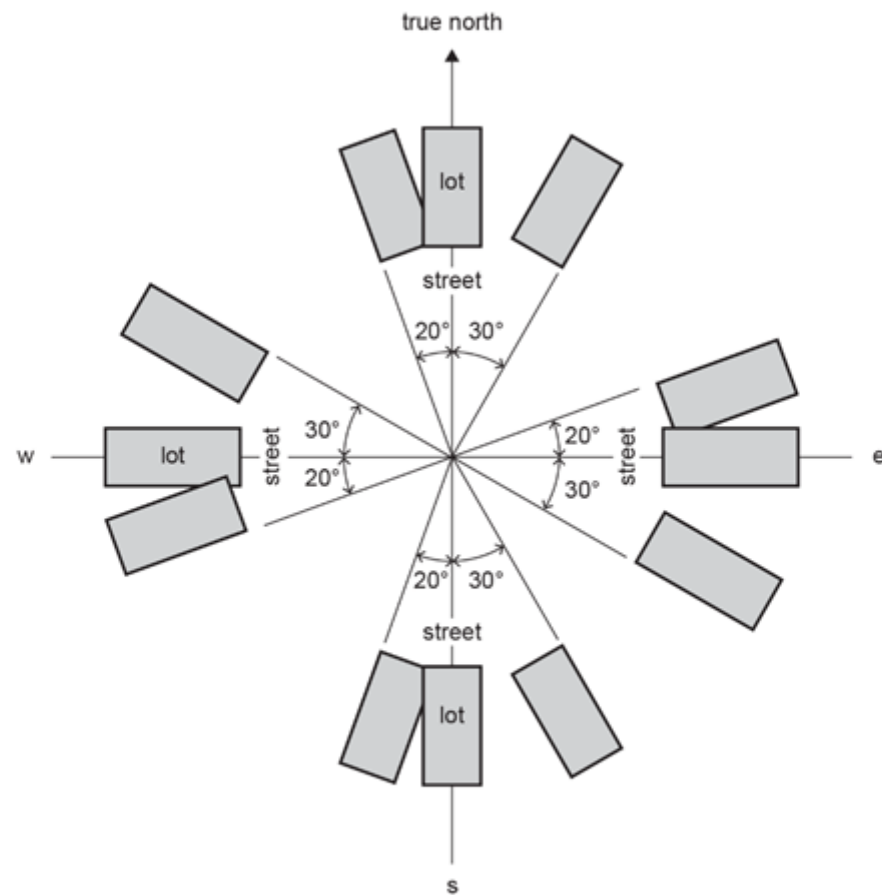


Figure a—Preferred orientation for long axis of lots

View the high resolution of Figure a—Preferred orientation for long axis of lots