



Lutwyche Road corridor neighbourhood plan code

Table 7.2.12.4—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned with community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and avoid affecting the potential development of an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle	AO1 Development complies with the number of storeys and building heights in Table 7.2.12.4.3.B. Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	Not applicable The development is for reconfiguring a lot only. Future dwelling houses will comply with Council requirements.

Performance outcomes	Acceptable outcomes	GPC Response
access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		
Heritage		
PO2 Development on or adjoining Conon (Lot 2 on RP86282) is of a suitable height and scale and is set back from common boundaries to ensure that new development does not overshadow Conon and its gardens. Note—To demonstrate compliance with the performance outcome, a Heritage impact assessment report is to be submitted demonstrating to Council's satisfaction that the proposed development will not detract from or diminish the cultural heritage significance of the heritage place.	AO2 No acceptable outcome is prescribed.	Not applicable
Infrastructure improvements		
PO3 Development provides public realm treatments as indicated in Figure c.	AO3 Development provides public realm treatments consistent with Figure c and in compliance with the Infrastructure design planning scheme policy.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
If in the Lutwyche centre precinct (Lutwyche Road corridor neighbourhood plan/NPP-001) or Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002)		
Building siting and design		
PO4 Development is of a height and scale that contributes to the creation of a vibrant and active urban place, is congruent with the expectations of the community and is appropriate to the role of the Lutwyche Road corridor.	AO4.1 Development has a maximum gross floor area in accordance with Table 7.2.12.4.3.C.	Not applicable
	AO4.2 Development has a maximum building height in accordance with Table 7.2.12.4.3.B.	Not applicable
PO5 Development protects the amenity of adjoining areas outside of the growth precincts by stepping down in height and scale to provide an appropriate interface.	AO5.1 Development on a site adjoining land in the Low density residential zone does not have a structure exceeding 25m in length within 20m of the boundary to the Low density residential zone, in accordance with Figure d.	Not applicable
	AO5.2 Development that includes a property in the Lutwyche centre precinct (Lutwyche Road Corridor neighbourhood plan/NPP-001) adjoining land in the Low density residential zone or the Character residential zone between Felix Street and Norman Street has: a. a building setback that is a minimum of 5m from land in the Low density residential zone; b. a continuous landscape buffer within the setback with a minimum dimension of 1.5m along the full length of the property boundary with land in the Low density residential zone;	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
	c. a publicly accessible pedestrian and cyclist pathway connecting Felix Street, Isedale Street and Norman Street; d. a setback that is designed and constructed in accordance with crime prevention through environmental design principles and includes lighting that does not create a nuisance to adjoining residential uses. Note—For guidance on assessing the incorporation of crime prevention through environmental design principles refer to the Crime prevention through environmental design planning scheme policy.	
PO6 Development promotes activation of laneways through building design and site layout, as demonstrated in Figure k and Figure l.	AO6.1 Development for ground storey residential uses or centre activities is located directly adjoining laneways.	Not applicable
	AO6.2 Development ensures if a building faces a laneway, awnings are provided in accordance with the Infrastructure design planning scheme policy.	Not applicable
	AO6.3 Development includes balconies that overlook laneways.	Not applicable
	AO6.4 Development ensures buildings are built to the boundary of the laneway for a minimum of 75% of the boundary.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
	AO6.5 Development provides a maximum building setback other than to deep-planting areas of 3m.	Not applicable
Parking, access and servicing		
PO7 Development adjoining a site less than 1,000m ² provides for access and servicing to the adjoining site if the site is capable of being redeveloped in the future.	AO7 Development on a site that adjoins lots located in the Lutwyche centre mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001a) or the Windsor east mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-002a), and those adjoining lots have not been redeveloped: a. has vehicular access provided from the main vehicular entry of the site to the adjoining site; b. provides for manoeuvring and access for service vehicles to the adjoining site.	Not applicable
PO8 Development ensures: a. parking and vehicular entries do not dominate the streetscape or laneway; b. vehicular entry points are kept to a minimum and ensure pedestrian safety.	AO8.1 Development provides a maximum of 2 vehicle access points on each side of a laneway section. Note—A laneway section is the part of the laneway located between existing streets, such as between Lowerson Street and East Street.	Not applicable
	AO8.2 Development ensures car parking areas are concealed within or behind buildings or basements.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
	AO8.3 Development ensures car parking areas located within a podium are located behind active uses and are not discernible from street frontages.	Not applicable
PO9 Development allows for the provision of a new road connecting Cartwright and Gallway streets to improve visual and physical access to Flynn Oval and improve vehicular, pedestrian and cycling connectivity in the Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002).	AO9 Development makes provision for new roads in accordance with Figure e and Table 7.2.12.4.3.D.	Not applicable
PO10 Development improves pedestrian and cycle connectivity between Laura Street, East Street and Conon Street.	AO10 Development provides safe, publicly accessible pedestrian and cycle pathways to connect Laura Street, East Street and Conon Street.	Not applicable
Landscape and amenity elements		
PO11 Development: a. ensures a plaza of useable area and dimensions in the Windsor east precinct (Lutwyche Road Corridor neighbourhood plan/NPP-002) is provided in accordance with Figure b; b. through the design and siting of the plaza, promotes pedestrian and cycle movement through the public space and options for the flexible use of the space.	AO11 Development makes provision for a public plaza as indicated in Figure b that is: a. a minimum of 1,000m ² ; b. a minimum dimension of 10m; c. a maximum 50% hard paved; d. located at the level of surrounding roads e. suitable for pedestrian and cyclist access	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Community facilities		
PO12 Development ensures a district community centre is provided adjoining the Lutwyche busway station, with a layout that is adaptable and flexible allowing for a range of activities to cater for the needs of the community now and in the future.	AO12 Development provides: a. a minimum 1,000m² as a district community use (centre) at Lots 0, 1 on GTP102414 and Lots 5, 6, 7, 8, 9 on GTP105634, and as shown in Figure c; b. for the layout of the centre to include meeting rooms and large rooms that cater for a range of activities including community hall, a neighbourhood activity centre and community hub.	Not applicable
PO13 Development provides a local community space in close proximity to the Federation Street busway station.	AO13 Development provides a minimum 250m ² in the location shown in Figure c for use as a local community use (space).	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
If in the Lutwyche centre precinct (Lutwyche Road corridor neighbourhood plan/NPP-001), where in the Lutwyche centre mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001a), or if in the Windsor east precinct (Lutwyche Road corridor neighbourhood plan/NPP-002), where in the Windsor east mixed use corridor precinct (Lutwyche Road corridor neighbourhood plan/NPP-002a)		
Active uses		
PO14 Development provides for a mix of business and residential uses whereby: a. business uses maximise the level of activity both day and night along the streets; b. residential dwellings are provided in areas with a high level of amenity to accommodate South East Queensland's growing population.	AO14.1 Development other than on sites marked 'Commercial hub' in Figure b: a. provides a maximum of 80% of the gross floor area of the development for residential uses; b. provides a maximum of 40% of the gross floor area of the development for non-residential centre activities.	Not applicable
	AO14.2 Development sites shown as 'Commercial hub' in Figure b may use up to 90% of the gross floor area of the development for non-residential centre activities.	Not applicable
	AO14.3 Development does not include residential dwellings on sites indicated in Figure b as 'Non-residential uses only'.	Not applicable
	AO14.4 Development ensures non-residential uses are located on the ground and lower floors of a building.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
PO15 Development ensures a frontage to a street, laneway or public space including a busway station encourages pedestrian activity through the provision of intensive or interactive uses along the frontage and building design features that create a human scale and blur the distinction between indoor and outdoor spaces.	AO15.1 Development of the ground storey facing a street, laneway or public space is occupied by non-residential centre activities with a high level of pedestrian activity including but not limited to shops, showrooms, food and drink outlet, and extended hours uses such as health care service and indoor sport and recreation being a gymnasium.	Not applicable
	AO15.2 Development has a ground storey facade located on the street front property boundary for a minimum of 75% of the length of that boundary.	Not applicable
	AO15.3 Development ensures transparent materials comprise a minimum of 50% of the external wall materials up to a height of 2.5m above footpath level.	Not applicable
	AO15.4 Development provides at least 1 pedestrian entrance for every 15m of building frontage.	Not applicable
	AO15.5 Development ensures the ground storey has a minimum floor to ceiling height of 4m. Note—Where development is located in a street that is subject to a road widening requirement, the alignment of the proposed widening is regarded as the street-front property boundary.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
PO16 Development in the Lutwyche centre precinct (Lutwyche Road Corridor neighbourhood plan/NPP-001) provides for a series of laneways that create an attractive, safe and convenient pedestrian environment away from Lutwyche Road in accordance with Figure a.	AO16.1 Development dedicates a 10m width of land to the Council for laneways in accordance with Figure a. Note—Development will be required to dedicate land for laneways. The laneway segment between Lowerson Street and High Street will be provided in accordance with the alignment shown in Figure a. The alignment of other laneways is to be generally in accordance with Figure a.	Not applicable
	AO16.2 Development ensures servicing, vehicle manoeuvring and refuse bin storage and collection areas are not located adjacent to laneways.	Not applicable
	AO16.3 Development provides laneways that are finished in accordance with the Infrastructure design planning scheme policy.	Not applicable
	AO16.4 Development does not provide car parking areas adjoining laneways.	Not applicable
PO17 Development that occurs on the Centro site located on the corner of Chalk Street and Lutwyche Road (Lot 1, 302 on SP242892 and Lot 5 on RP842880) provides a publicly accessible pedestrian and cycle link with a 5m width through the site in accordance with Figure a connecting the end of the proposed laneway on Lowerson Street through to Chalk Street.	AO17 No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Building siting and design		
PO18 Development: a. avoids the creation of a canyon of buildings along streets, through variation in building form, height and materials, articulation of facades and the provision of space for deep planting of trees in the front setback; b. ensures siting and design of buildings encourages air flow around buildings; c. ensures the design of buildings above podium allows sufficient space between buildings for breezes and views through the site.	AO18.1 Development ensures podium heights are a minimum of 2 storeys as shown in Figure g.	Not applicable
	AO18.2 Development ensures podiums fronting Lutwyche Road are built to the side boundary for a minimum distance of 10m from the front property boundary, except if: a. there is a requirement for the provision of an overland flow path; b. the development is on a property adjoining land outside the Lutwyche centre mixed use corridor sub-precinct (Lutwyche Road corridor neighbourhood plan/NPP-001a) in which case no part of the development is less than 2m from the boundary with the adjoining land.	Not applicable
	AO18.3 Development ensures podiums include a front boundary setback of a minimum of 5m x 5m for every 20m of street frontage to allow deep planting large shade trees.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
	AO18.4 Development ensures: a. where buildings are above podium height, buildings are set back from the front property boundary by an average of 4m and no less than 2m including balconies; b. if located on a corner site on Lutwyche Road: i. all buildings are built to the street; ii. all buildings have a boundary above podium level for a distance of up to 15m from the corner in accordance with Figure h.	Not applicable
	AO18.5 Development ensures buildings above podium height, including balconies, extend for no more than 75% of the width of the property and are a maximum of 30m in any direction with a minimum setback from a side boundary of 2m in accordance with Figure g.	Not applicable
	AO18.6 Development ensures the facade of the podium is occupied by uses such as commercial or residential units with balconies and openings to the street.	Not applicable
	AO18.7 Development ensures that where there is more than 1 tower above the podium, the towers are separated by at least 12m.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
PO19 Development maintains adequate levels of natural ventilation and light penetration to neighbouring habitable rooms, balconies and private open space.	AO19 Development (including a balcony or car parking structure) is not located within 4m of the rear property boundary.	Not applicable
PO20 Development fronting Victoria Street: a. complements the existing low density residential environment on the western side of Victoria Street; b. ensures the lower levels of a building are occupied by residential units overlooking the street in accordance with Figure i; c. provides vehicle access to buildings which is visually unobtrusive; d. provides necessary flood immunity for basement parking achieved in a way that is visually in accordance with Figure j.	AO20 Development fronting Victoria Street: a. complies with the number of storeys in Table 7.2.12.4.3.B; b. is in accordance with Figure j.	Not applicable
PO21 Development fronting Rosemount Terrace: a. complements the existing low to medium density residential environment on the western side of Rosemount Terrace; b. provides an articulated facade or a substantial landscape buffer that addresses Rosemount Terrace; c. provides vehicle access to buildings which is visually unobtrusive.	AO21 Development fronting Rosemount Terrace complies with the number of storeys in Table 7.2.12.4.3.B.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Landscape and amenity elements		
PO22 Development ensures recreation areas are provided with shade and are directly accessible from building tenancies or the street frontage.	AO22 No acceptable outcome is prescribed.	Not applicable
If in the Sisters of Mercy precinct (Lutwyche Road corridor neighbourhood plan NPP-004)		
Building siting and design		
PO23 Development: a. provides a transition in building form and scale to the adjacent low density residential environment; b. does not significantly reduce daylight to open space and habitable rooms in adjacent development.	AO23.1 Development provides a front boundary setback that is a minimum of 3m.	Not applicable
	AO23.2 Development adjoining land outside the Sisters of Mercy precinct (Lutwyche Road Corridor neighbourhood plan/NPP-004) ensures the side boundary setback from adjoining sites is a minimum of 6m.	Not applicable
PO24 Development provides adequate parkland for local open space and recreation.	AO24.1 Development provides parkland which is a minimum of 4,000m ² and has a minimum width of 50m.	Not applicable
	AO24.2 Development locates the parkland on Chalk Street to allow high visibility from the street and passive surveillance.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
PO25 Development ensures design and orientation of buildings adjacent to the park provides an appropriate interface to the parkland.	AO25.1 Development is set back a minimum of 6m from the parkland.	Not applicable
	AO25.2 Development, where fencing is proposed between the development and parkland, has fencing a maximum of 1.2m in height or 1.5m in height where it has 50% transparency.	Not applicable
PO26 Development provides vehicular access only from main roads.	AO26 Development provides vehicular access to the site from Chalk Street or Bridge Street or both as appropriate.	Not applicable
PO27 Development provides consistent pedestrian/cycle connections through the site to the parkland from surrounding areas.	AO27 No acceptable outcome is prescribed.	Not applicable

Character residential zone code

Purpose	
(1) The purpose of the character residential zone is to: a. ensure the character of a residential area is protected or enhanced; and b. provide for community uses, and small-scale services, facilities and infrastructure, to support local residents. Note—Land in the Character residential zone is contained in either the Character zone precinct or the Infill housing zone precinct. Note—As neighbourhood planning is undertaken by the Council, where it is intended that the Traditional building character overlay should apply to land clusters of well-located land containing housing built in 1946 or before and suited to house-sensitive scaled infill multiple dwellings – in the inner city, surrounding district and neighbourhood centres and along public transport routes – land may be included in the Infill housing zone precinct of the Character residential zone. In most instances this land will already have been included in the Traditional building character overlay and included in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone. Note—All land within the Character residential zone (with the exception of sites covered by the Heritage overlay) is covered by the Traditional building character overlay.	
(2) The purpose of the zone will be achieved through overall outcomes for: a. zone role; b. development location and uses; c. development form; d. the following zone precincts: i. Character zone precinct; ii. Infill housing zone precinct.	
Overall outcomes	GPC Response
(3) Zone role overall outcomes are:	
a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: i. Theme 2: Brisbane’s outstanding lifestyle, Element 2.1 – Brisbane’s identity and Element 2.2 – Brisbane’s housing and accommodation choices; ii. Theme 5: Brisbane’s CityShape and Element 5.5 – Brisbane’s Suburban Living Areas.	Complies Refer to Section 5.3 of the Planning report.

(4) Development location and uses overall outcomes are:	
a. Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development.	Complies Development complies with this outcome. The proposed subdivision maintains the low-density suburban form anticipated in the zone and supports the ongoing presence of 1–2 storey dwelling houses. The resulting lots are capable of accommodating dwelling forms consistent with the established character, including the retention and integration of pre-1946 housing where present in the streetscape. The proposal therefore aligns with the intended pattern of suburban living and the character values identified in the zone.
b. Development in the Character zone precinct provides for low density suburban and inner-city living through: i. 1 or 2 storey dwelling houses to predominate over other types of development; ii. a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.	Complies Development complies with this outcome. The subdivision maintains the low-density suburban form anticipated in the Character zone precinct, with future development on the resulting lots expected to comprise 1–2 storey dwelling houses consistent with the established built form. The proposal does not facilitate multiple dwellings or dual occupancy and therefore supports the retention of an intact low-density suburban identity in accordance with the zone’s intended character.
c. Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which: i. comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code; ii. are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots;	Not applicable

iii. provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.	
d. Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	Complies Development complies with this outcome. The proposed subdivision maintains the low-density residential environment anticipated in the zone and will enable dwelling forms that preserve the high level of residential amenity expected in the locality. The proposal does not introduce uses or built form that would generate adverse impacts such as noise, light, traffic, servicing or operational activity. The resulting lots are capable of supporting compliant low-impact dwelling houses, ensuring that comfort, quiet, privacy and safety are upheld within the established suburban setting.
e. Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	Not applicable
f. Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	Not applicable
g. Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: i. have a gross floor area of less than 250m²; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	Not applicable
h. Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	Not applicable

i. Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	Not applicable
j. Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.	Not applicable
k. Development for rooming accommodation accommodates 5 persons or less.	Not applicable
(5) Development form overall outcomes are:	
a. Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.	Complies Development complies with this outcome. The proposed subdivision results in lots that are appropriately sized and configured to accommodate low-rise dwelling houses consistent with the intended subtropical character of the zone. As detailed in Section 2.2 the size and orientation of the proposed lots are consistent with the historic and prevailing character of development in the local area. Future development on the site will be subject to a separate planning application.
b. Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.	Not applicable Future development on the site will be subject to a separate planning application. The proposed subdivision results in lots that are appropriately sized and configured to accommodate low-rise dwelling houses consistent with the traditional building character.
c. Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.	Not applicable The subject land does not contain any pre-1946 dwelling houses.

d. Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.	Not applicable Future development on the site including assessment against the traditional building character of the area will be subject to a separate planning application.
e. Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.	Not applicable Future dwelling houses will be subject to a separate planning application and can be designed and sited to maintain sunlight, daylight access, privacy and usable private open space for adjoining properties.
f. Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: i. maximises the retention of backyard spaces as private landscaped space; ii. avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.	Not applicable Future dwelling houses will be subject to a separate planning application.
g. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Not applicable Future dwelling houses will be subject to a separate planning application.
(6) Character zone precinct overall outcomes are:	
a. Development retains a dwelling house built in 1946 or before.	Not applicable The subject land does not contain any pre-1946 dwelling houses.
b. Development provides that a new dwelling house: i. is 1 or 2 storeys in height; ii. is located on an appropriately sized and configured vacant lot; iii. is compatible in scale and design with existing houses built in 1946 or before; iv. reinforces the traditional building character of the Character zone precinct.	Not applicable Future dwelling houses will be subject to a separate planning application and can be designed to meet these requirements.

c. Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct.	Not applicable The proposed lots are intended for dwelling houses.
d. Development provides for a minimum lot size of 450m ² to maintain a block pattern that accommodates traditional backyards and large trees.	Does not comply While the proposed reconfiguration does not result in lots that meet the minimum lot size requirements, the resulting development is considered to align with the prevailing nature of historic and recent development in the local area (Section 2.2 of the Planning Report) and complies with the relevant performance outcomes contained in the Subdivision code (Section 5.5 of the Planning report)
(7) Infill housing zone precinct overall outcomes are:	
a. Development retains a dwelling house built in 1946 or before.	Not applicable
b. Development provides that a new dwelling house, dual occupancy or multiple dwelling: i. is no more than 2 storeys in height; ii. is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot; iii. is compatible in scale and design with existing dwellings built in 1946 or before; iv. reinforces the traditional building character of the Infill housing zone precinct.	Not applicable
c. Development achieves a maximum dwelling yield of one dwelling per 300m ² of site area.	Not applicable
d. Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: i. is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct; ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.	Not applicable

e. Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: i. consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses; ii. suited to smaller lot sizes.	Not applicable
f. Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.	Not applicable
g. Development supports a subtropical character by ensuring that: i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	Not applicable
h. Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.	Not applicable
i. Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.	Not applicable
j. Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	Not applicable
i. Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be: (i) suitably located and orientated on the site; (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	Not applicable

Road hierarchy overlay code

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.1 Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential.	Not applicable The proposed development does not include a material change of use.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Not applicable The proposed development does not include a material change of use.
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	Not applicable The proposed development does not include a material change of use.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Not applicable The proposed development does not include a material change of use.
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	Not applicable The proposed development does not include a material change of use.

Performance outcomes	Acceptable outcomes	GPC Response
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	Not applicable The proposed development does not include a material change of use.
	AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy	Not applicable The proposed development does not include a material change of use.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	Complies The proposed development does not require the extension, expansion or widening of the existing or future road network. The proposal is a modest reconfiguration of one existing residential lot into two street-front residential lots. Each proposed lot will obtain direct access to Gunner Street and no new road, road widening or change to the road hierarchy is required. The development therefore

Performance outcomes	Acceptable outcomes	GPC Response
		does not compromise the planned or existing function of the road network.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.	AO3A No acceptable outcome is prescribed.	Complies The proposed development is not expected to trigger extra trunk infrastructure costs for the road network. The proposal creates only one additional residential lot within an established urban residential area and does not require trunk road infrastructure to be provided earlier than planned, nor does it necessitate long term road network infrastructure beyond that assumed for urban development in the locality. Any applicable infrastructure charges can be addressed through Council's standard infrastructure charging framework.

Performance outcomes	Acceptable outcomes	GPC Response
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: - the long term infrastructure for the road network in the Long term infrastructure plans; - the existing and planned infrastructure for the road network in the Local government infrastructure plan; - the provision of long term, existing and planned infrastructure for the road network which: - is required to service the development or existing and future urban development in the planning scheme area; or - is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: - for the long term infrastructure for the road network, the Long term infrastructure plans; - for existing and planned infrastructure for the road network, the Local government infrastructure plan; - the standards for the road network in the Infrastructure design planning scheme policy.	Not applicable The subject land is not mapped adjacent to a District road, Suburban road, or an Arterial road.
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: - safe, efficient and convenient connectivity of the new road to the major road network; - a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	Not applicable The proposed development does not involve an extension or change to the road hierarchy.

Performance outcomes	Acceptable outcomes	GPC Response
PO6 Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network.	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	Not applicable The proposed development does not involve an extension or change to the road hierarchy.
	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	Not applicable The proposed development does not involve an extension or change to the road hierarchy.

Performance outcomes	Acceptable outcomes	GPC Response
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Not applicable The proposed development does not involve an extension or change to the road hierarchy.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not applicable The proposed development does not involve an extension or change to the road hierarchy.

Streetscape hierarchy overlay code

Table 8.2.20.3.A —Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy	Complies with AO1 The existing verge complies with Council requirements.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	Complies with AO2.1 The proposed development does not impact any existing street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Complies with AO2.2 Sufficient verge is provided to comply with Council requirements.

Performance outcomes	Acceptable outcomes	GPC Response
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm	AO3.1 Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable The proposed development is not located on a site identified for a corner land dedication.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	

Performance outcomes	Acceptable outcomes	GPC Response
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	Not applicable The proposed development is not in or on a site adjoining the Wildlife movement solution sub-category.

Subdivision code

Table 9.4.10.3.A-Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
Section A-General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	AO1.1 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. 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.	Complies with PO1 Refer to Section 5.5 of the Planning Report.
	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	Not applicable A building envelope plan or development footprint plan is not required to be registered on the plan of subdivision. The proposed lots are regular in shape and capable of accommodating future dwelling houses, with future building work to be assessed against the

Performance outcomes	Acceptable outcomes	GPC Response
	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.	relevant planning and building requirements applying at that time. Importantly, as the subject land is located within Council's Traditional building character overlay, all new dwelling houses will remain assessable under the planning scheme.
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or 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.	Complies with AO1.3 The proposed development does not result in a building or structure being located across a proposed lot boundary or within a required setback. Any existing structures affected by the proposed subdivision can be removed or otherwise addressed prior to survey plan endorsement, if required.

Performance outcomes	Acceptable outcomes	GPC Response
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements.	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. 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 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.	Complies with AO2.1 The proposed reconfiguration does not rely on excessive cut and fill, retaining walls or earthworks to create useable lots. The lots are regular in shape and capable of accommodating future dwelling houses without requiring substantial earthworks. Any future building work will be subject to the relevant requirements for site works, retaining and building design.
	AO2.2 Development involving a lot with an area less than 450m ² is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	Complies with AO2.2 The proposed lots have an area less than 450m ² . The subject land has a generally manageable residential slope of 1 in 40 on the both the shortest and 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.	Complies with PO2 Refer to Section 5.5 of the planning report.

Performance outcomes	Acceptable outcomes	GPC Response
	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.	Complies with AO2.4 The proposed development does not create any 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: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the 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;	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Complies with AO3. The proposed development does not involve the creation of a new road. Each proposed lot will have direct access to Gunner Street, being an existing local residential street. The proposal will maintain safe and convenient access for vehicles and pedestrians and will not compromise the function, safety or efficiency of the existing road network.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO3.2 The proposed lots have access to Gunner Street in compliance with the standards set in the Transport, access, parking and servicing planning scheme policy.

Performance outcomes	Acceptable outcomes	GPC Response
ii. large subtropical street trees; iii. on-street parking.	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.	Complies with AO3.3 Each proposed lot will have direct access to Gunner Street, which is a public road and not a major road.

Performance outcomes	Acceptable outcomes	GPC Response
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	Complies with AO3.4 Safe sight distances can be achieved for the proposed access points to Gunner Street. The proposed lots have direct frontage to an existing local residential street and the driveway location can be designed to satisfy Council's requirements. No new intersection, pedestrian crossing or cyclist crossing is proposed.
	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.	Complies with AO3.5 The proposed lots are capable of achieving vehicular access from Gunner Street in accordance with Council's access requirements. The proposal does not rely on excessive cut and fill to achieve access grades.
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 Planning Act 2016.	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.	Complies with AO4.1 The proposed development can be serviced by existing urban infrastructure. Each proposed lot will be provided with appropriate access, water, sewer, stormwater and utility connections in accordance with Council and service provider requirements. The proposal does not require new trunk infrastructure or upgrades that would compromise the safety, efficiency or capacity of existing infrastructure networks.

Performance outcomes	Acceptable outcomes	GPC Response
	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.	Complies with AO4.2 Stormwater is proposed to be lawfully discharged to Gunner Street. The proposed stormwater arrangement is capable of supporting the intended residential use of each lot and can be addressed through standard and reasonable conditions of approval.
	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 road.	Not applicable The subject land does not involve a corner lot and no corner truncation is required.
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: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. 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:	Complies with AO5 The proposed lots are suitable for their intended low density residential use. The subject land is located within an established residential area and the proposal does not introduce a sensitive use into an incompatible location. The site is affected by a number of overlays which following a review of the relevant overlay codes do not prevent the proposed subdivision from achieving a safe and healthy residential outcome. Future dwelling houses will remain subject to the relevant planning and building requirements.

Performance outcomes	Acceptable outcomes	GPC Response
	- 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.	
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 improves consistency with the: - character intended for the locality; - outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO6 No acceptable outcome is prescribed.	Not applicable The proposed development does not a rearranging of boundaries, volumetric format plan subdivision, or a site in 2 or more zones.
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: - facilitate efficient development; - ensure reasonable and practical access to services, facilities and infrastructure	AO7 No acceptable outcome is prescribed.	Not applicable The proposed development does not a rearranging of boundaries, volumetric format plan subdivision, or a site in 2 or more zones.

Performance outcomes	Acceptable outcomes	GPC Response
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.		
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 proposed development does not a rearranging of boundaries, volumetric format plan subdivision, or a site in 2 or more zones.
	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.	Not applicable The proposed development does not a rearranging of boundaries, volumetric format plan subdivision, or a site in 2 or more zones.
	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.	Not applicable The proposed development does not a rearranging of boundaries, volumetric format plan subdivision, or a site in 2 or more zones.

Performance outcomes	Acceptable outcomes	GPC Response
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-	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
	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 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	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.	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
slope and avoid potential hazards such as flooding; e. run predominately 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. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	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: - comply with the Infrastructure design planning scheme policy; - incorporate key elements of crime prevention through environmental design, including: - having a maximum length of 40m; - providing a direct line of sight between ends of the link; - 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 environment design, refer to the Crim 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: - safe and efficient movement of users, including vehicles, cyclists and pedestrians; - vehicle parking;	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 The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
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.		
PO12 Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses 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;	AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.
	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.	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.
	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;	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
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.	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; 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;	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
	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 proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.
PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement;	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	Not applicable The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.

Performance outcomes	Acceptable outcomes	GPC Response
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 The proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.
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 proposed development does not include 10 or more lots, new road or road reserve, or a cycle or pedestrian route.
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: - a site that is more than 1ha in the Emerging community zone; or - the number of potential dwellings is 20 or more in the Emerging community zone; or - a site that is more than 7,000m² in the Low density residential zone; or - the number of lots is 20 or more; or - the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or - 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 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	AO18.1 Development is designed and sited in compliance with:	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
ensure: a. the lot frontage of all residential lots is within: 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	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 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.	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
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 process. Note—A structure plan prepared in accordance with the Structure 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.	Not applicable The proposed development does not include any of the situations outlined under C1.
	AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	Not applicable The proposed development does not include any of the situations outlined under C1.
PO20 Development provides a layout that supports pedestrian access to public transport services by locating:	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	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
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.	stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	
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-facing slopes or parts of the site where solar access is poor.	Not applicable The proposed development does not include any of the situations outlined under C1.
	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.	Not applicable The proposed development does not include any of the situations outlined under C1.
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot	AO22.1 Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
character; or c. 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 Land Title Act 1994 and the Land Act 1994.	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 c. 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: a. 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, 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: i. a consistent lot character;	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
	ii. 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 Land Title Act 1994 and Land Act 1994. 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.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. 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: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	Not applicable The proposed development does not include any of the situations outlined under C1.
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and	AO24.1 Development where providing lots for multiple dwellings:	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	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 350m ² 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.	Not applicable The proposed development does not include any of the situations outlined under C1.
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	Not applicable The proposed development does not include any of the situations outlined under C1.
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;	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.	Not applicable The proposed development does not include any of the situations outlined under C1.
	AO25.2 Development with lots less than 600m ² provides lots that are rectangular or regular in shape and has a	Not applicable The proposed development does not include any of the situations outlined under C1.

Performance outcomes	Acceptable outcomes	GPC Response
c. to provide convenient on-site vehicle access and parking.	minimum of 65% of lots orientated in accordance with Figure a.	
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. 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 proposed development does not include any of the situations outlined under C1.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. 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: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. 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 Land Title Act 1994 and Land Act 1994.	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: a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 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	Complies with PO27 The subject land is located within the Traditional building character overlay. Accordingly all future dwelling houses will require assessment under the overlay. Accordingly, building envelopes including setbacks and height can be addressed as part of the future development applications for the dwelling houses.

Performance outcomes	Acceptable outcomes	GPC Response
	of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. 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 Land Title Act 1994 and Land Act 1994. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	Complies with PO27 The subject land is located within the Traditional building character overlay. Accordingly all future dwelling houses will require assessment under the overlay. Accordingly, building envelopes including setbacks and height can be addressed as part of the future development applications for the dwelling houses. Importantly, the future dwelling houses will require a rear setback of at least 6m, providing at least 54m² of space where a minimum 16m² area of private open space can be provided.
	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 Land Title Act 1994 and Land Act 1994.	Complies with AO27.3 The proposed development creates two lots only and does not result in more than 6 dwelling houses in a row with co-located built to boundary walls. Any future built to boundary wall arrangement will be addressed through the applicable dwelling house assessment provisions.
	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:	Complies with PO27 The subject land is located within the Traditional building character overlay. Accordingly all future dwelling houses will require assessment under the overlay.

Performance outcomes	Acceptable outcomes	GPC Response
	a. minimises impacts to existing street trees and on-street car parking; b. 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 Land Title Act 1994 and Land Act 1994.	Accordingly, building envelopes including setbacks and height can be addressed as part of the future development applications for the dwelling houses. The existing street tree is proposed to be retained.
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.	Not applicable The proposed development is not mapped within the Industry zones category or the Extractive industry zone.
	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 proposed development is not mapped within the Industry zones category or the Extractive industry zone.
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 proposed development is not mapped within the Industry zones category or the Extractive industry zone.
PO30	AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
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; b. are not subdivided or otherwise fragmented into unviable lot sizes.	industry zone retained in large lots in compliance with Table 9.4.10.3.B.	The proposed development is not mapped within the Industry zones category or the Extractive industry zone.
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 proposed development is not mapped within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone
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	AO32	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
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 requirements of the Land Title Act 1994 and the Land Act 1994.	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: - consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; - minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; - 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 building envelope plan will form part of 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 Land Title Act 1994 and the Land Act 1994.	The proposed development is not mapped in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan.
PO33 Development provides vehicular access that is: - available to each lot or building envelope area; - 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 Land Title Act 1994 and Land Act 1994.	Not applicable The proposed development is not mapped in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan.
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		

Performance outcomes	Acceptable outcomes	GPC Response
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. 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.	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 proposed development involves the creation of freehold residential lots and does not involve division of land by lease, exclusive use agreement or subdivision of an existing or approved building.
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	AO35 No acceptable outcome is prescribed	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
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.		The proposed development does not involve a community management scheme under the <i>Body Corporate and Community Management Act 1997</i>.
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, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	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 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.	Not applicable The proposed development does not involve a community management scheme under the <i>Body Corporate and Community Management Act 1997</i>.
	AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the	

Performance outcomes	Acceptable outcomes	GPC Response
	standards in the Transport, access, parking and servicing planning scheme policy.	

Filling and excavation code

Table 9.4.3.3.A —Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	AO1 Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: a. 2.5m in a zone in the Industry zones category; b. 1m in all other zones, or if adjoining a sensitive zone.	Complies with AO1 The proposed development involves a 1 into 2 lot residential subdivision. The only excavation proposed is for that associated with provision of stormwater management infrastructure within the subject land. Where required, cut will not exceed 1m in depth. This can be appropriately conditioned.
PO2 Development of a retaining wall proposed as a result of filling or excavation: a. is designed and constructed to be fit for purpose; b. does not impact adversely on significant vegetation; c. is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	AO2.1 Development of a retaining structure, including footings, surface drainage and subsoil drainage: a. is wholly contained within the site; b. if the total height to be retained is greater than 1m, then: i. the retaining wall at the property boundary is no greater than 1m above the ground level; ii. all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas. AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in	Not applicable No retaining structures are proposed.

Performance outcomes	Acceptable outcomes	GPC Response
	accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland. AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary. AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy.	
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: a. is constructed in accordance with the standards in the Infrastructure design planning scheme policy; b. where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	Not applicable No rock anchors are proposed.
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	Complies with AO4 Existing services and public utilities are protected. Alterations in the form of new connections to service the additional lot will be provide in accordance with the requirements of the service authority.

Performance outcomes	Acceptable outcomes	GPC Response
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies with AO5 The proposed development will ensure all stormwater flows are directed to the lawful point of discharge in Gunner Street.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO6 Filling or excavation does not involve the construction of open drainage.	Complies with AO6 Open drainage is not proposed.
PO7 Development for filling or excavation: a. does not degrade water quality or adversely affect environmental values in receiving waters; b. ensures site sediment and erosion control standards are best practice.	AO7.1 Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	Not Applicable Water quality treatment is not required.
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies with AO7.2 Where required, the proposed development will incorporate erosion and sediment control standards in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy. This can be appropriately conditioned.

Performance outcomes	Acceptable outcomes	GPC Response
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Complies with AO8.1 The proposed development will ensure dust emissions do not extend beyond the site boundary. This can be appropriately conditioned.
	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies with AO8.2 Excavation activities will occur within the timeframes stated under AO8.2. This can be appropriately conditioned.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Complies with AO9 Only minor excavation is proposed and will not cause ground-borne vibration beyond the site boundary. This can be appropriately conditioned.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	AO10 Development ensures that heavy trucks hauling material to and from the site: a. occur for a maximum of 3 weeks; b. use a major road to access the site; c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	Not applicable
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11 Development does not involve: a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;	Complies with AO11 The proposed development is on a site that has historically contained residential development and is not listed on the EMR or CLR. No filling is proposed.

Performance outcomes	Acceptable outcomes	GPC Response
	b. filling with material containing a contaminant.	
PO12 Development provides for: a. landscaping for water conservation purposes; b. water sensitive urban design measures which are employed within the landscape design to maximise water use; c. drainage and stormwater measures to reduce any adverse impacts on the landscape; d. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; e. reticulated irrigation to all artificial growing environments. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	Not applicable No irrigation systems are proposed. Landscaping will be provided as part of future development applications where required.
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve the creation of canals or artificial waterways.	Complies with AO13 No canals or artificial waterways are proposed.

Infrastructure design code

Table 9.4.4.3.A — Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve any modifications to the existing road corridor. Notwithstanding, in the event upgrades are required, these will be undertaken in compliance with the relevant standards of the Infrastructure design planning scheme policy (IDPSP).
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve any modifications to the existing road corridor. Notwithstanding, in the event upgrades are required, these will be undertaken in compliance with the relevant standards of the IDPSP.

Performance outcomes	Acceptable outcomes	GPC Response
stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort		
PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve any modifications to the existing road corridor. Notwithstanding, in the event upgrades are required, these will be undertaken in compliance with the relevant standards of the IDPSP.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve any modifications to the existing road corridor. Notwithstanding, in the event upgrades are required, these will be undertaken in compliance with the relevant standards of the IDPSP.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape.	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not and is not required to provide a lane or laneway.
PO6	AO6	Complies with AO6

Performance outcomes	Acceptable outcomes	GPC Response
Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage; h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway; g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	A new shared driveway crossover will be constructed in accordance the with IDPSP. Any damage to infrastructure and streetscape elements within the road corridor will be repaired to a suitable standard. This can be reflected in reasonable and relevant conditions.
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Not Applicable No cycle or walking routes are proposed.

Performance outcomes	Acceptable outcomes	GPC Response
d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth; g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve new facilities for refuse and recycling collection and storage. Notwithstanding, refuse and recycling collection and storage facilities will be addressed as part of future development and/ or building approval of the site.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	
PO9 Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.	Complies with AO9.1-9.2 The proposed development will ensure reticulated water and sewerage distribution systems are in place before land use commences and are of an acceptable standard to the distributor-retailer. The capacity and layout of these systems will be confirmed in civil report/ plans currently being prepared.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	

Performance outcomes	Acceptable outcomes	GPC Response
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	Not Applicable The proposed development does not involve any modifications to the existing road corridor. Notwithstanding, in the event upgrades are required, these will be undertaken in compliance with the relevant standards of the IDPSP.
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	Complies with AO11 As required, new service connections will be provided to each proposed lots to the standards of the approved supplier.
PO12	AO12	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	The proposed development is not a major Council or government works project.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: i. as an integrated part of the project design; ii. as conceptually relevant to the context of the location; iii. to reflect and respond to the cultural values of the community; iv. to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not require the provision of public art.
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian	Not Applicable The proposed development does not require the provision of public signage.

Performance outcomes	Acceptable outcomes	GPC Response
	linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve community facilities.
PO16 Development provides public toilets which: a. are required as part of a community facility or park; b. are located, designed and constructed to be: i. safe; ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not Applicable No public toilets are proposed.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: a. safe movement of intended users;	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable No bridges, tunnels, elevated structures or water access structures are proposed.

Performance outcomes	Acceptable outcomes	GPC Response
b. an attractive appearance appropriate to the general surroundings and any adjacent structures; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the general surroundings; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. future widening; g. current and future services; h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not Applicable No culverts are proposed.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures	Not Applicable The proposed development does not involve batters, retaining walls, seawalls or river walls.

Performance outcomes	Acceptable outcomes	GPC Response
and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. minimal whole-of-life cost; e. longevity; f. minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	standards in the Infrastructure design planning scheme policy.	
If for development with a gross floor area greater than 1,000m²		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	AO20 Development ensures that during construction: a. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; b. adjoining and surrounding landscaping is protected from damage; c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	Not applicable
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles	AO21.1 Development ensures that demolition and construction: a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	b. do not occur over periods greater than 6 months.	
	AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.	
	AO21.3 Development construction and demolition does not involve asbestos-containing materials.	
PO22 Development ensures that: a. construction and demolition do not result in damage to surrounding property as a result of vibration; b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	Not applicable
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
PO23 Development ensures that fire hydrants are: a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours.	AO23.1 Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets.	Not applicable
	AO23.2 Fire hydrants are identified by:	

Performance outcomes	Acceptable outcomes	GPC Response
	a. raised reflectorised pavement markers (RRPM) on sealed roads; b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.	
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	AO24 Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.	Not applicable
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	AO25 No acceptable outcome is prescribed.	Not applicable
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
PO26 Development is sited and designed to: a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property;	AO26 No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.		

Landscape work code

Table 9.4.5.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve impacts to or the removal of vegetation.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: a. vegetation damaged as a result of the development; b. vegetation requiring pruning of branches and/or roots.	
PO2 Development provides acoustic barriers and long fences along street frontages which: a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances.	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: a. is designed in compliance with the standards in the Infrastructure design planning scheme policy; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site;	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not require an acoustic barrier fence or planting buffer to be provided.

Performance outcomes	Acceptable outcomes	GPC Response
	d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3 Development ensures that a landscape buffer required by a use code incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not require provision of a landscape buffer.
PO4 Development provides growing median and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	AO4.1 Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy. Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome. AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape. AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.

Performance outcomes	Acceptable outcomes	GPC Response
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: a. a clear trunk height of minimum 1.8m at maturity; b. a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: a. screening and buffering; b. street presentation; c. shading; d. amenity.	AO7 Development provides species in accordance with the Planting species planning scheme policy.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
PO8 Development provides planting densities and stock sizes which are optimised to: a. reduce maintenance and erosion	AO8.1 Development provides planting densities and stock sizes when planting in natural ground which achieves:	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with

Performance outcomes	Acceptable outcomes	GPC Response
b. achieve amenity and ecological outcomes; c. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	a. full coverage of the mulched planting areas within 2 years; b. 95% coverage of the extent of the elevation within 2 years where for green facades. AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	future development requirements over the residential allotments.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	
PO10 Development for a shade structure does not compromise landscape outcomes	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Not Applicable The proposed development does not include a shade structure.
PO11 Development involving the construction of retaining walls provides for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts.	AO11 Development of a retaining wall: a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; b. incorporates planting areas.	Not Applicable The proposed development does not include retaining walls.

Performance outcomes	Acceptable outcomes	GPC Response
PO12 Development provides for: a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; b. drainage and stormwater management measures to reduce any adverse impacts on the landscape; c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; d. reticulated irrigation to all artificial growing environments. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in accordance with the standards in the Landscape design planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	
PO13 Development provides landscaping and supporting growing environments which: a. are safe; b. ensure efficient and effective maintenance; c. ensures success and long-term performance. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	
	AO13.3	

Performance outcomes	Acceptable outcomes	GPC Response
	Development provides one hose cock within each private landscape and recreation area. AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path. AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site. AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures. AO13.7 Development ensures that artificial growing environments are designed to allow for flush out. AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.	AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the

Performance outcomes	Acceptable outcomes	GPC Response
Note—Guidance is provided in the Landscape design planning scheme policy.	AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	residential allotments.
PO16 Development incorporating a rooftop garden provides landscaping that: - is integrated into the rooftop garden design; - ensures that landscaped open spaces dominate the built form elements; - contributes to shade of communal open space; - enhances the visual amenity and function of different rooftop garden spaces; - contributes to greening the building appearance when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO16.1 Development incorporating a rooftop garden provides landscaping that includes: - planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; - a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; - suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.	Not Applicable The proposed development is for a 1 into 2 lot subdivision and does not involve landscape work. Landscaping will be provided in accordance with future development requirements over the residential allotments.
	AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: - a minimum 75% open to the sky; - provided in addition to any artificial soft landscape features.	

Stormwater code

Table 9.4.9.3.A — Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Complies with AO1 The proposed development will provide stormwater management systems designed in compliance with the Infrastructure design planning scheme policy (IDPSP).
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	Not applicable The subject land is not subject to flood hazard mapping.
	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies with AO2.2 The proposed development will provide stormwater management systems designed in compliance with the IDPSP.

Performance outcomes	Acceptable outcomes	GPC Response
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Complies with AO3.1 The proposed development will direct stormwater flows to the kerb and channel in Gunner Street.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies with AO3.2 The proposed development will provide stormwater management designed in compliance with the relevant standards in the IDPSP.
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	Complies with AO3.3 The proposed development will obtain a lawful point of discharge to Gunner Street, in compliance with the standards of the IDPSP.
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Not Applicable No underground stormwater infrastructure is proposed.
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	AO4.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	Complies with AO4.1-AO4.2 Stormwater conveyance will be designed in accordance with the IDPSP.
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the	AO5 Development ensures the design of stormwater channels, creek modifications or other	Not applicable The proposed development does not involve stormwater channels, creek modifications or other related infrastructure.

Performance outcomes	Acceptable outcomes	GPC Response
waterway corridor or drainage path for fauna movement.	infrastructure, permits terrestrial and aquatic fauna movement.	
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development.	Not applicable No stormwater detention or water quality treatment devices are proposed or required.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	
PO7 Development is designed, including any car parking areas and channel works to: a. reduce property damage; b. provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	Not applicable The proposed development is not impacted by flood planning levels.
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	

Performance outcomes	Acceptable outcomes	GPC Response
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	Not applicable The proposed development is not upstream of and does not discharge to natural waterway corridors or drainage paths.
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	Not applicable The proposed development involves only a residential subdivision and does not introduce new built form. Rather, the existing dwelling house is to be demolished to facilitate the subdivision. Future dwelling houses will be design in accordance with Council requirements.

Performance outcomes	Acceptable outcomes	GPC Response
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	Complies with PO10 The proposed development provides sufficient site area for an effective stormwater management system.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development.	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	Not applicable
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	Not applicable
PO12 Development provides stormwater infrastructure which: a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure.	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Complies with AO12.1 The proposed development will provide stormwater management systems designed in compliance with the IDPSP.
	AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	AO13 No acceptable outcome is prescribed.	Complies with PO13 Measures will be taken during site works to ensure erosion, turbidity, sedimentation and contamination of stormwater run-off is minimized and mitigated. This can be appropriately conditioned.
PO14 Development ensures that: a. unnecessary disturbance to soil, waterways or drainage channels is avoided; b. all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	Complies with PO14 Measures will be taken during site works to ensure erosion, turbidity, sedimentation and contamination of stormwater run-off is minimized and mitigated. This can be appropriately conditioned.
PO15 Development does not increase: a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction; b. run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	Complies with PO15 Measures will be taken during site works to ensure erosion, turbidity, sedimentation and contamination of stormwater run-off is minimized and mitigated. This can be appropriately conditioned.

Performance outcomes	Acceptable outcomes	GPC Response
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: a. a material change of use for an urban purpose which involves greater than 2,500m² of land that: i. will result in an impervious area greater than 25% of the net developable area; or ii. will result in 6 or more dwellings. b. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; c. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.		
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i> . Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable
PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.	AO17 No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	GPC Response
Section C— Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the stormwater network which: i. is required to service the development or an existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	AO18 Development protects stormwater infrastructure in compliance with the following: a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c. the standards for stormwater drainage in the Infrastructure design planning scheme policy.	Not applicable The proposed development does not result in any modifications to existing stormwater infrastructure.
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:	AO19 No acceptable outcome is prescribed.	Not applicable The proposed development does not propose nor require the provision of trunk stormwater infrastructure.

Performance outcomes	Acceptable outcomes	GPC Response
i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		

Transport, access, parking and servicing code

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	GPC Response
PO1 Development is designed: - to include a technically competent and accurate response to the transport and traffic elements of the development; - in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; - to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: - is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO1 The proposed development complies with the relevant standards in the Transport, access, parking and servicing planning scheme policy (TAPS PSP).
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the	AO2 No acceptable outcome is prescribed.	Not Applicable The proposed development is not of a major size.

Performance outcomes	Acceptable outcomes	GPC Response
transport network consistent with the planning by the Queensland Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO3.1 Site access will be provided via driveway crossovers to Gunner Street located and designed in compliance with the TAPS PSP.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Not Applicable The proposed development does not require the provision of an access easement.
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site; b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	Not Applicable The proposed development does not involve the provision of walking or cycling routes.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area,	

Performance outcomes	Acceptable outcomes	GPC Response
	blind corner or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	A05.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development is for 1 into 2 lot residential subdivision and does not involve the establishing of new land uses. On-site bicycle parking spaces will be provided as part of future development.
	A05.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	
	A05.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	
	A05.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	
	A05.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	

Performance outcomes	Acceptable outcomes	GPC Response
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy	Not Applicable The proposed development is for 1 into 2 lot residential subdivision and does not involve the establishing of new land uses. If applicable, end of trip facilities will be provided as part of future development.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO7 Pedestrian and cycle access will be achieved via the existing arrangement in the road corridor, in combination with future driveway crossovers.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Not applicable The proposed development is not located near safe crossing points within the adjacent road system. Notwithstanding, safe pedestrian and cyclist access is currently provided within the road corridor.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not Applicable The proposed development is not for major development.

Performance outcomes	Acceptable outcomes	GPC Response
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	Complies with AO9.2 The proposed development provides single site access driveway to each newly created via the only road to which each lot has frontage.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO9.3 Future access driveways will comply with this requirement.
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	Complies with AO9.4 Future access driveways will comply with this requirement.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not Applicable Future access driveways will comply with this requirement.

Performance outcomes	Acceptable outcomes	GPC Response
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	Complies with AO10 Future access driveways will comply with this requirement.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies with AO11.1 Future access driveways will comply with this requirement.
	AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development does not incorporate convex mirrors.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development is not located in the City core or City frame.

Performance outcomes	Acceptable outcomes	GPC Response
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy	Not Applicable The proposed development does not involve new uses. Notwithstanding, each newly created lot is intended to contain a dwelling house, and provides sufficient space for the minimum number of on site parking spaces.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	Not Applicable The proposed development is for Reconfiguring a lot and does not involve new uses.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not Applicable The proposed development is for Reconfiguring a lot and does not involve new uses.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible;	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the	Not Applicable The proposed development is for Reconfiguring a lot and does not involve new uses.

Performance outcomes	Acceptable outcomes	GPC Response
b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	Transport, access, parking and servicing planning scheme policy.	
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues;	Complies with AO16 The proposed development results in basic rectangular lots with frontage only to Gunner Street. Crime prevention through environmental design (CPTED) principles will be suitable maintained as per existing conditions.

Performance outcomes	Acceptable outcomes	GPC Response
	f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. 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.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Complies with AO17 The proposed development results in basic rectangular lots with frontage only to Gunner Street. Crime prevention through environmental design (CPTED) principles will be suitable maintained as per existing conditions. Materials and building design which prevent graffiti and vandalism can be addressed as part of future development of the lots.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development does not result in a new use or activity requiring access for service vehicles or on-site servicing facilities.
PO19 Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse	AO19.1 Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;	Not Applicable The proposed development does not result in a new use or activity requiring access for service vehicles or on-site servicing facilities.

Performance outcomes	Acceptable outcomes	GPC Response
impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	b. is located away from street frontages and screened from adjoining premises.	
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development does not result in a new use or activity requiring access for service vehicles.

Performance outcomes	Acceptable outcomes	GPC Response
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	AO21.1 Development which is freight-dependent development is located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposed development is not freight-dependent.
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	