

Attachment 4

City Plan Code Compliance Responses

6.2.1 Residential zones category

6.2.1.1 Low density residential zone code

1. The purpose of the low density residential zone is to provide for:
 - a. a variety of low density dwelling types; and
 - b. community uses, and small-scale services, facilities and infrastructure, to support local residents.
2. The purpose of the zone will be achieved through overall outcomes for:
 - a. zone role;
 - b. development location and uses;
 - c. development form.
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.
4. Development location and uses overall outcomes are:
 - a. Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.
 - b. Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.
 - c. Development maintains a low density character in which multiple dwellings are not accommodated.
 - d. Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.
 - e. Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.
 - f. Development for a dwelling unit may occur as part of a non-residential use.
 - g. 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.
 - h. Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.
 - i. 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 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.
 - j. Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.
 - k. Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone.
 - l. Development for rooming accommodation accommodates five persons or less.
5. Development form overall outcomes are:
 - a. Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.
 - b. Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.
 - c. Development for a dwelling house occurs on appropriately sized and configured lots, and:
 - i. where not on a rear lot, has a minimum lot size of 400m²;
 - ii. where on a rear lot, has a minimum lot size of 600m²;
 - iii. maintains a block pattern that accommodates traditional backyards and large trees.
 - d. 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.
 - e. 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. provides safety from fire hazards;
 - ii. maximises the retention of backyard spaces as private landscaped space;
 - iii. avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.
 - f. 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.

8.2.2 Airport environs overlay code

8.2.2.1 Application

1. This code applies to assessing development in the Airport environs overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. Land in the Airport environs overlay is identified on the Airport environs overlay maps and is included in the following sub-categories:
 - a. Obstacle Limitation Surfaces (OLS) sub-categories:
 - i. approach and departure limitation surface boundary and contours sub-category;
 - ii. conical limitation surface contours sub-category;
 - iii. horizontal limitation surface boundary sub-category;
 - iv. transitional surface sub-category;
 - v. runway centreline sub-category.
 - b. Procedures for Air Navigation Services—Aircraft Operational Surfaces (PANS-OPS) sub-categories:
 - i. procedures for air navigation surfaces (PANS) sub-category.
 - c. Bird and bat strike zone sub-categories:
 - i. distance from airport 0-3km sub-category;
 - ii. distance from airport 3-8km sub-category;
 - iii. distance from airport 8-13km sub-category.
 - d. Public safety area sub categories:
 - i. public safety area sub-category;
 - ii. airport runway sub-category.
 - e. Light intensity sub-categories;
 - i. Zone A - 0 candela - 600m wide 1000m from runway strip sub-category;
 - ii. Zone B - 50 candela - 900m wide 2000m from runway strip sub-category;
 - iii. Zone C - 150 candela - 1200m wide 3000m from runway strip sub-category;
 - iv. Zone D - 450 candela - 1500m wide 4500m from runway strip sub-category;
 - v. within 6km - Max intensity of light sources 3 degrees above horizon sub-category.
 - f. Aviation facilities sub-categories:
 - i. aviation facilities sub-category;
 - ii. glidepath - 1500m at 30 degrees sub-category;

- iii. distance from NDB - 500m sub-category;
- iv. distance from radar - 4,000m sub-category;
- v. distance from VHF - 500m sub-category;
- vi. distance from VOR - 1000m sub-category;
- vii. distance from outer marker - 50m sub-category.
- g. Australian Noise Exposure Forecast (ANEF) contour sub-categories:
 - i. ANEF 40-45 sub-category;
 - ii. ANEF 35-40 sub-category;
 - iii. ANEF 30-35 sub-category;
 - iv. ANEF 25-30 sub-category;
 - v. ANEF 20-25 sub-category.
- h. Height restriction zone sub-categories:
 - i. height restriction zone 15m sub-category;
 - ii. height restriction zone 45m sub-category;
 - iii. height restriction zone 90m sub-category.

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

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

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

Editor's note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- Noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy.

8.2.2.2 Purpose

1. The purpose of the Airport environs overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 1: Brisbane's globally competitive economy and Element 1.2 — Brisbane's industrial economy;
 - ii. Theme 5: Brisbane's CityShape and Element 5.1 — Brisbane's City Centre and Element 5.2 — Brisbane's Major Industry Areas.
 - b. Provide for the assessment of the suitability of development in the Airport environs overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports.
 - b. Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works.
 - c. Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants.
 - d. Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference

- generated by development.
- e. Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence.
 - f. Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas.
 - g. Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision.
 - h. Development avoids increased risks to public safety near airport runways.

8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories		
General		
<p>PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p>AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</p>	<p>AO1 – Complies. The proposal does not involve any works that would penetrate or create physical obstruction into the PANS-OPS.</p>
<p>PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</p>	<p>AO2 Development does not emit into the OLS or height restriction zone:</p> <ul style="list-style-type: none"> a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; b. smoke, dust, ash, steam or other airborne 	<p>AO2 – Not Applicable. The subject site is not within the OLS or Height Restriction Zone sub-categories.</p>

	particulate.	
Additional performance outcomes and acceptable outcomes if involving air service		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	AO3 – Not Applicable. The proposal does not involve air service.
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats. AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	AO4.1 – Complies. The proposal will ensure waste is covered and collected so that it is inaccessible to birds and bats. AO4.2 – Complies. The proposal will ensure any landscaping and drainage works are designed and installed to minimise the potential to attract birds and bats.
Section C—If in the Public safety area sub-categories		
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories. AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	AO5.1-AO5.2 – Not Applicable. The subject site is not within the Public Safety Area sub-categories.
Section D—If in the Light intensity sub-categories		
PO6 Development ensures that buildings and structures do	AO6.1 Development ensures that outdoor lighting:	AO6.1-AO6.2 – Not Applicable. The subject site is not within the Light Intensity sub-

<p>not adversely impact airport operations or interfere with pilot vision.</p>	<p>a. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; b. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories.</p> <p>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</p> <p>AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:</p> <p>a. coloured flashing or sodium lighting; or b. glare or upward shining lights; or c. flare plumes.</p>	<p>categories.</p>
<p>Section E—If in the Aviation facilities sub-categories</p>		
<p>PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.</p>	<p>AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:</p> <p>a. transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or b. contains a reflective surface that will interfere with the functioning of the aviation facility.</p> <p>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</p>	<p>AO7 – Not Applicable. The subject site is not within the Aviation Facilities sub-categories.</p>
<p>Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories</p>		
<p>PO8</p>	<p>AO8.1</p>	<p>AO8.1-AO8.5 – Not Applicable.</p>

<p>Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B.</p> <p>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:</p> <ol style="list-style-type: none"> provides external windows and doors which are acoustically rated to a minimum of Rw 30; ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; ensures that external walls are acoustically rated to a minimum of Rw 50. 	<p>The subject site is not within the ANEF sub-categories.</p>
	<p>AO8.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category:</p> <ol style="list-style-type: none"> provides external windows and doors which are acoustically rated to a minimum of Rw 30; ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; ensures that external walls are acoustically rated to a minimum of Rw 50. 	
	<p>AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	
	<p>AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.</p>	

	<p>AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.</p>	
<p>PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.</p>	<p>AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p> <p>AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	<p>AO9.1-AO9.2 – Not Applicable The subject site is not within the ANEF sub-categories.</p>

8.2.3 Bicycle network overlay code

8.2.3.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve, public land or river), or traversed by, cycle routes or Riverwalks identified in the Bicycle network overlay map, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. The Bicycle network overlay map identifies the following sub-categories:
 - a. Primary cycle route sub-category;
 - b. Secondary cycle route sub-category;
 - c. Local cycle route sub-category;
 - d. Riverwalk — Typology 1 (City reaches north and south) sub-category;
 - e. Riverwalk — Typology 2 (Urban reaches) sub-category;
 - f. Riverwalk — Floating walkway (Riverwalk connection subject to future construction) sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- bicycle network design and construction, guidance is provided in the Infrastructure design planning scheme policy;
- planting species selection, guidance is provided in the Planting species planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

8.2.3.2 Purpose

1. The purpose of the Bicycle network overlay code is to:
 - a. Implement the policy direction in the Strategic framework in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 — Brisbane's transport infrastructure networks.
 - b. Provide for the assessment of the suitability of development in the Bicycle network overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development contributes to the safe and efficient operation of the existing and planned bicycle network.
 - b. Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels.
 - c. Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely.

- d. The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations.
- e. Development does not compromise the completion of the bicycle network.

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
<p>PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p>AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p>AO1 – Complies. The subject site has frontage to Moggill Road, which is categorised as a Secondary Cycle Route. The road itself does not have a dedicated bicycle lane, instead the existing footpath would be shared between cyclists and pedestrians, due to potential safety issues resulting from the high traffic generation along this Arterial Road.</p>
<p>PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the provision of long term, existing and planned 	<p>AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> a. for long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the standards for the bicycle network in the 	<p>AO2 – Complies. There are no known bicycle network upgrades known for the immediate area, as evidenced by the ‘Bikeway (Future)’ sub-category in the LGIP’s Transport Network (pathway network and ferry terminals network) mapping.</p>

<p>infrastructure for the bicycle network which:</p> <ul style="list-style-type: none"> i. is required to service the development or 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. <p>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.</p>	<p>Infrastructure design planning scheme policy.</p>	
<p>PO3 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. <p>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</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>PO3 – Not Applicable.</p> <p>The proposed development does not involve: trunk infrastructure that is to be provided earlier than planned in the LGIP; long term infrastructure for the bicycle network; or other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p>

2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
<p>PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.</p>	<p>AO4 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.</p>	<p>AO4 – Not Applicable. The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>
<p>PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.</p>	<p>AO5.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.</p> <p>AO5.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.</p> <p>AO5.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.</p>	<p>AO5.1-AO5.3 – Not Applicable. The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>
<p>PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: a. activity nodes; b. entrances and gateways;</p>	<p>AO6 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.</p>	<p>AO6 – Not Applicable. The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>

<p>c. landmarks and features of interest; d. visual connectors to the river.</p>		
<p>PO7 Development protects existing native riparian vegetation and enhances the Brisbane River’s landscape values.</p>	<p>AO7.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.</p> <p>AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.</p>	<p>AO7.1-AO7.2 – Not Applicable.</p> <p>The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>
<p>PO8 Development adjoining Riverwalk: a. contributes to the creation of a vibrant and active waterfront; b. provides direct access to Riverwalk; c. allows for visual interaction and surveillance of the public domain.</p>	<p>AO8.1 Development adjoining land in the Riverwalk — Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.</p> <p>AO8.2 Development adjoining land in the Riverwalk — Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.</p>	<p>AO8.1-AO8.2 – Not Applicable.</p> <p>The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>
<p>PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: a. supports a safe and publicly accessible waterfront; b. enhances the views of the river, both near and far.</p>	<p>AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>AO9.2 Development ensures that any revetment wall: a. minimises impact on the riparian edge; b. is constructed in compliance with the standards in</p>	<p>AO9.1-AO9.2 – Not Applicable.</p> <p>The proposed development is not on a site adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.</p>

	Infrastructure design planning scheme policy.	
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8.2.5 Bushfire overlay code

8.2.5.1 Application

1. This code applies to assessing development in the Bushfire overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.

Note—This code may also be used in assessing other at-risk impact assessable uses within the Bushfire overlay, including uses which involve significant numbers of persons regularly congregating on the site, or any use that may be difficult to evacuate or vulnerable during or after a bushfire due to the characteristics of the population including age, health, mobility impairment, or requiring supervision or support.

2. Land in the Bushfire overlay is identified on the Bushfire overlay map and is included in the following sub-categories:
 - a. High hazard area sub-category;
 - b. Medium hazard area sub-category;
 - c. High hazard buffer area sub-category;
 - d. Medium hazard buffer area sub-category;
 - e. Potential impact sub-category;
 - f. Very high potential bushfire intensity sub-category;
 - g. High potential bushfire intensity sub-category;
 - h. Medium potential bushfire intensity sub-category;
 - i. Potential impact buffer sub-category.

Note—For the purposes of section 7 of the *Building Regulation 2021*, the land identified within the Bushfire overlay on the Bushfire overlay map are 'designated bushfire prone areas'.

Note—For 8.2.5.1(2)(e) to (i) is applicable only to the Ferny Grove—Upper Kedron neighbourhood plan (Cedar Creek south precinct/NPP-001). Refer to the State Planning Policy: Natural hazards and resilience for definition.

Editor's note—Sub-categories cited in 8.2.5.1(2)(e) to (i) only apply in Cedar Creek south precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP—001) in accordance with the Minister's conditions dated 28 May 2018.

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

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

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

- a bushfire management plan and a site-specific or precinct-wide bushfire hazard assessment, guidance is provided in the Bushfire planning scheme policy;
- a bushfire management plan pertaining to hazardous chemicals, guidance is provided in the Bushfire planning scheme policy and the Industrial hazard and risk assessment planning scheme policy.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet needs to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.5.2 Purpose

1. The purpose of the Bushfire overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane’s outstanding lifestyle, and Element 2.3 — Brisbane’s healthy and safe communities;
 - ii. Theme 4: Brisbane’s highly effective transport and infrastructure networks, and Element 4.3 — Brisbane’s coordinated infrastructure planning and delivery.
 - b. Provide for the assessment of the suitability of development in the Bushfire overlay.
2. The purpose of this code will be achieved through the following overall outcomes.
 - a. Development maintains the safety of people and property by not exposing them to an unacceptable risk from bushfire.
 - b. Development does not increase the exposure of people and property to an unacceptable risk.
 - c. Development involving new premises for vulnerable uses, difficult to evacuate uses and assembly uses is not located in an area of unacceptable risk.
 - d. Development which would increase the number of people living, working on or visiting the site is not exposed to an unacceptable risk from bushfire.
 - e. Development incorporates appropriate siting, design and management measures to avoid areas at risk of bushfire and mitigate risk from bushfire.
 - f. Development for essential community infrastructure and its function during a bushfire event is protected from unacceptable risk.
 - g. Development involving the storage and handling of hazardous chemicals in the Bushfire overlay does not pose an unacceptable risk to public safety or the environment.
 - h. Development provides access and evacuation routes for both private and emergency service vehicles which are appropriate to the nature of the development and the level of bushfire risk.
 - i. Development provides for fire-fighting requirements.
 - j. Development mitigates bushfire risk to people and property using measures that avoid or minimise impacts on biodiversity values, ecological features and ecological processes.
 - k. Development addresses and takes appropriate account of the potential impact of all future bushfire hazard.

8.2.5.3 Performance outcomes and acceptable outcomes

Table 8.2.5.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development: a. minimises the bushfire hazard;	AO1.1 Development is designed and sited in compliance with: a. an approved bushfire management plan relevant	AO1.1-AO1.2 – Complies with PO1 A bushfire hazard assessment is in the process of being prepared for submission to Council.

<p>b. maximises the protection of life and property from bushfire;</p> <p>c. addresses the bushfire hazard determined by a bushfire hazard assessment;</p> <p>d. where not in compliance with an approved bushfire management plan or development footprint:</p> <ol style="list-style-type: none"> i. achieves a bushfire attack level that is less than or equal to BAL-29; or ii. achieves a bushfire attack level that is less than or equal to BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amount specified in Table 8.2.5.3.D; or iii. if on a site of an existing premises and not a vulnerable use, difficult to evacuate use, assembly use, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amounts specified in Table 8.2.5.3.D: <ol style="list-style-type: none"> A. does not extend beyond the bounds of the existing development footprint; B. does not increase the GFA by 10% or 100m², whichever is the greater; C. does not involve a new use on the site; D. is supported by a bushfire risk assessment prepared by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation, which demonstrates that the bushfire risk is acceptable. <p>Note—Bushfire hazard is generally assessed based on the vegetation existing on site, adjacent and nearby to the site at the time of application. However, the level of bushfire hazard posed by any areas subject to</p>	<p>to the full nature of the uses, which identifies the level of bushfire hazard and the location of hazardous vegetation affecting the development;</p> <p>or</p> <p>b. an approved development footprint identifying the development footprint plan and bushfire management footprint plan; or</p> <p>c. a bushfire hazard assessment and bushfire management plan prepared in accordance with the Bushfire planning scheme policy which:</p> <ol style="list-style-type: none"> i. is undertaken by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation; ii. determines the relevant bushfire attack level for that part of the site in which development is proposed; iii. identifies the location of hazardous vegetation that poses a bushfire risk to the development. <p>Note—Where a bushfire hazard assessment determines that the bushfire hazard for the part of the site in which development is proposed is 'low', no further assessment against this code is required.</p> <p>Note—A 'low' bushfire attack level must not be assumed for development in the Potential impact sub-category and in any areas subject to revegetation or regrowth vegetation even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.</p> <p>Note—A bushfire management plan is to be prepared having regard to any bushfire hazard assessment undertaken to prepare a neighbourhood plan.</p> <p>Note—Any bushfire management zone, asset protection zone or similarly defined area approved as part of a bushfire management plan used for bushfire management purposes is considered to be a bushfire management footprint plan. A building protection zone can compromise both the development footprint plan and the bushfire management footprint plan.</p>	
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<p>revegetation or regrowth vegetation is assessed as if that area had reached its mature state. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—Where a bushfire risk assessment is required it must be carried out in accordance with the State Planning Policy and the National Emergency Risk Assessment Guidelines prepared by the Australian Institute of Disaster Resilience.</p>	<p>AO1.2 Development where not in compliance with an approved bushfire management plan or development footprint identifying the development footprint plan and bushfire management footprint plan:</p> <ol style="list-style-type: none"> a. achieves a bushfire attack level that is less than or equal to: <ol style="list-style-type: none"> i. BAL-29; or ii. BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding the amount specified in Table 8.2.5.3.D. <p>Note—Bushfire attack level (BAL) is the radiant heat flux that will be experienced during a bushfire and is a measure of heat energy impact expressed as kW/m². BAL is measured within the area of the nominated development footprint plan and excludes the area of any bushfire management footprint plan.</p>	
<p>If for development other than reconfiguring a lot</p>		
<p>PO2 Development other than an extension to an existing building is sited, designed and maintained taking account of all relevant factors affecting the bushfire hazard on the site, including site topography, aspect, location and type and structure of vegetation to:</p> <ol style="list-style-type: none"> a. minimise the number of buildings and people working, living or visiting a site exposed to bushfire risk; b. protect life during bushfire; c. increase the survival of buildings and structures during a bushfire; d. minimise bushfire risk from build-up of fuels around buildings and structures. <p>Note—A bushfire management plan prepared in accordance with the</p>	<p>AO2.1 Development is:</p> <ol style="list-style-type: none"> a. sited in compliance with an approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan relevant to the full nature of the use; or b. if there is no approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan, where on a lot greater than 10 hectares, located in the area of lowest risk from bushfire on the site; and c. if there is no approved development footprint identifying the development footprint plan and 	<p>AO2.1-AO2.2 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

<p>Bushfire planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>bushfire management footprint plan or bushfire management plan, where on a lot greater than 2,500m²:</p> <ul style="list-style-type: none"> i. located away from ridgelines in compliance with Figure a; ii. located on land with a gradient less than 15%; iii. preferably located on east- to south-facing slopes and avoiding north- to west-facing slopes unless the slope is clear of vegetation and is not located in the High hazard buffer area sub-category or the Medium hazard buffer area sub-category. <p>AO2.2 Development is sited within a building protection zone extending a minimum of 20m from the outermost projection of the main building or any habitable structure or to the maximum extent possible on sites less than 2500m² where a building protection zone would extend into neighbouring properties; and</p> <ul style="list-style-type: none"> a. clusters buildings and structures in the building protection zone; b. designs the inner 10m of the building protection zone to maintain a very low fuel state in the first 10m, and a fuel-reduced state to the extent of the building protection zone, in compliance with Figure b and Figure c. <p>Note—The building protection zone includes the dwelling and all ancillary structures and may extend to a road or a building protection zone in an adjoining site.</p>	
<p>PO3 Development utilises fencing that:</p> <ul style="list-style-type: none"> a. does not contribute to the spread of bushfire; b. in an urban area or in proximity to accommodation 	<p>AO3.1 Development for a fence within 20m of any building used for accommodation comprises non-combustible or fire retardant materials.</p>	<p>AO3.1-AO3.2 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

<p>uses, contributes to reducing bushfire hazard to a building; c. facilitates the safe movement of fauna.</p>	<p>A03.2 Development for a fence: a. incorporates gaps and spacing to allow the safe movement of fauna; or b. is designed to enable fauna to climb the fence.</p>	
<p>PO4 Development ensures that the location, siting, and design of development and associated driveways and access routes: a. avoid potential for entrapment during a bushfire; b. facilitate safe and efficient emergency services to access and egress the site during a bushfire; c. enables safe evacuation of the site during a bushfire for site occupants. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>	<p>A04 Development ensures that: a. the length of driveways or access routes does not exceed 70m between the most distant part of any occupied building and the nearest part of the public road; or b. where the length of the driveway or access route exceeds 70m: i. the driveway or private access route design meets the requirements of emergency vehicles in compliance with Table 8.2.5.3.C; ii. the driveway or access route provides all weather access for two-wheel-drive vehicles; iii. where relying on a private access route or driveway longer than 200m to reach a public road, a safe alternative access and egress route is provided.</p>	<p>A04 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>
<p>PO5 Development has adequate road access to the site for emergency vehicles and safe evacuation in a bushfire.</p>	<p>A05 Development has frontage to a constructed, all-weather public road capable of carrying emergency service vehicles.</p>	<p>A05 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>
<p>PO6 Development makes adequate provision for fire-fighting requirements, including water supply.</p>	<p>A06 Development ensures that: a. a reliable reticulated water supply and water pressure is available for fire-fighting requirements with water supply and pressure, which is in compliance with the standards specified by the relevant utilities provider; or b. where sufficient reticulated water supply is not</p>	<p>A06 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

	<p>available for:</p> <ul style="list-style-type: none"> i. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank; or ii. development other than for residential lots involving new premises or an existing premises with a gross floor area greater than 50m², on-site water storage is provided which is appropriate to the use, according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres. <p>Note—Water supply for fire fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming pools, creeks and dams should not be used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions.</p>	
<p>PO7 Development ensures that the water supply provided for fire-fighting is safely located and freely accessible for fire-fighting purposes at all times.</p>	<p>AO7 Development, for which sufficient reticulated water supply is not available, provides:</p> <ul style="list-style-type: none"> a. a water supply outlet located away from any potential fire hazards, such as gas bottles; b. a hardstand area of 11m by 3.5m for fire-fighting vehicles within 2m of the water supply outlet; c. tanks on the bushfire hazard side of the buildings with adequate shielding for the protection of fire fighters; d. pumps which are shielded from bushfire hazard; e. an outlet pipe which is 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting); f. that any underground tank for fire-fighting purposes has an access hole of 200mm to allow a 	<p>AO7 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

	<p>tanker to refill direct from the tank; g. that any above-ground water tank is made of concrete or metal and its stand is protected from bushfire hazard; h. that all above-ground water pipes external to the building are metal, including and up to any taps. Note—Plastic tanks are not to be used.</p>	
<p>Additional performance outcomes and acceptable outcomes for all development in the Biodiversity areas overlay if on a site larger than 2,500m²</p>		
<p>PO8 Development through the siting, design, and construction of buildings, access routes and fire maintenance trails, and ongoing site management:</p> <ol style="list-style-type: none"> provides effective separation from sources of bushfire risk; responds to the bushfire risk in that location; maintains the safety and protection of people and property over time; maximises the protection of vegetation in areas of high biodiversity value. <p>Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome that ensures:</p> <ul style="list-style-type: none"> ongoing site management, such as the bushfire risk to buildings, does not increase beyond the standard to which they have been designed and constructed; appropriate design and maintenance of the site, and access routes and driveways. 	<p>A08 Development locates building protection zones as shown on Figure b and Figure c, driveways and access routes and any fire maintenance trails:</p> <ol style="list-style-type: none"> outside of the Biodiversity areas overlay; or within the existing disturbed, degraded or cleared areas, using natural fire breaks to avoid vegetation clearing and to avoid or otherwise minimise fragmentation or incursions into a habitat area, fauna movement corridor or remnant vegetation. 	<p>A08 – Not Applicable. The proposal is not subject to the Biodiversity Areas Overlay.</p>
<p>Section B—If for assessable development other than ROL</p>		
<p>PO9 Development:</p> <ol style="list-style-type: none"> provides for safe and efficient evacuation and emergency services access to the site during a bushfire; does not concentrate large numbers of people or 	<p>A09.1 Development:</p> <ol style="list-style-type: none"> does not increase the number of people living, working on or visiting the site by more than 10%; or increasing the number of people living, working on 	<p>A09.1-A09.2 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

<p>locate significant worker or resident populations in an area of bushfire hazard;</p> <p>c. avoids locating the following uses in an area of bushfire hazard:</p> <ul style="list-style-type: none"> i. vulnerable uses; ii. difficult to evacuate uses; iii. assembly uses. <p>Note—This includes consideration of appropriate alternative shelter for vulnerable uses, management of health and wellbeing requirements during evacuation, safe site operation, and access and egress arrangements in bushfire events.</p> <p>Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>	<p>or visiting the site, or vulnerable uses, difficult to evacuate uses or assembly uses by more than 10%, implements the recommendations of an approved bushfire management plan, which identifies measures that address the identified bushfire risk relevant to the development.</p> <p>AO9.2</p> <p>Development provides alternative access routes that meet the road design requirements of items 1—7 in Table 8.2.5.3.C, for the following:</p> <ul style="list-style-type: none"> a. an extension to existing premises which increases the number of people living, working on or visiting the site by more than 10%; b. the introduction of vulnerable, difficult to evacuate or assembly uses. 	
<p>Additional performance outcomes and acceptable outcomes if involving storage or handling on site of hazardous chemicals in quantities that would be equivalent to or exceed the threshold quantities set out in Table 8.2.5.3.D</p>		
<p>PO10</p> <p>Development does not cause:</p> <ul style="list-style-type: none"> a. unacceptable risk to people, property and the environment due to the impact of bushfire on the storage or handling on site of hazardous chemicals; b. excessive danger or difficulty to emergency services for emergency response or evacuation. 	<p>AO10</p> <p>Development for storage or handling of hazardous chemicals:</p> <ul style="list-style-type: none"> a. is not located within the bushfire overlay; or b. complies with an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure the development: <ul style="list-style-type: none"> i. mitigates the bushfire risk relevant to the development; ii. does not pose an unacceptable risk to people, public health and safety or risk environmental harm; iii. does not present significant difficulties to emergency services for emergency response or evacuation. <p>Note—Bushfire management plans and site-based risk assessments</p>	<p>AO10 – Not Applicable.</p> <p>The proposal is for Reconfiguring a Lot.</p>

	<p>are prepared in accordance with the Bushfire planning scheme policy. Guidance on the preparation of a hazard and risk analysis is provided in the Industrial hazard and risk assessment planning scheme policy. Note—Any risk mitigation measures, including construction of underground tanks or fire-protected above-ground tanks or package stores, are in compliance with AS 1940-2004 The storage and handling of flammable and combustible liquids.</p>	
<p>Additional performance outcomes and acceptable outcomes for essential community infrastructure</p>		
<p>PO11 Development for essential community infrastructure is located, designed and sited to:</p> <ol style="list-style-type: none"> a. protect the safety of people during a bushfire; b. not create or increase the exposure of people to an unacceptable risk from a bushfire; c. minimise the risk to vulnerable populations from a bushfire; d. mitigate the impacts on the community and environment from the effects of a bushfire on the development. 	<p>AO11 Development for essential community infrastructure:</p> <ol style="list-style-type: none"> a. is ancillary to and not relied on for the provision of the essential service during a bushfire; or b. implements an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that: <ol style="list-style-type: none"> i. ensure the development allows for safe and efficient emergency access and site evacuation during a bushfire; ii. do not pose an unacceptable risk to people on a premises during a bushfire; iii. ensure the development is not at risk of failure during a bushfire which results in health or safety risks or adverse environmental impacts; iv. enable people and property to be defended safely and effectively from a bushfire. 	<p>AO11 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>
<p>PO12 Development for essential community infrastructure is able to function effectively during and immediately after bushfire events.</p>	<p>AO12 Development for essential community infrastructure:</p> <ol style="list-style-type: none"> a. is ancillary to and not relied upon for the provision of the essential service during a bushfire; or b. containing elements vital to the function of the essential service during a bushfire is not located in the Bushfire overlay area; or c. implements an approved bushfire management 	<p>AO12 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

	<p>plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure that:</p> <ul style="list-style-type: none"> i. essential community infrastructure is able to function during bushfire events; ii. access necessary to maintain safety or function of the development is not compromised by a bushfire; iii. mitigation measures are not unduly reliant on human activation to respond to a bushfire; iv. the safe storage of valuable records or items of cultural or historical significance, including storage of public records under the <i>Public Records Act 2002</i>, is able to be maintained during a bushfire event. 	
<p>Additional performance outcomes and acceptable outcomes if for landscaping or a park landscape plan is a requirement for development</p>		
<p>PO13 Development provides landscaping that does not create an unacceptable risk to people or property and provides for ongoing management of risk to the development and people from a bushfire.</p>	<p>AO13 Development is in compliance with a landscaping plan which:</p> <ul style="list-style-type: none"> a. is prepared in compliance with an approved bushfire management plan; b. preserves the requirements of any building protection zone; c. does not increase the exposure of a habitable building not located in a building protection zone to a bushfire hazard. <p>Note—The requirements of a building protection zone are shown in Figure b and Figure c.</p>	<p>AO13 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>
<p>PO14 Development for a park is designed so that the park:</p> <ul style="list-style-type: none"> a. is practical to maintain and requires minimal resources to be restored to its designed function and condition after a bushfire; b. provides for safe and efficient site evacuation and 	<p>AO14 Development provides a park landscape plan that complies with a bushfire management plan prepared in accordance with the Bushfire planning scheme policy.</p>	<p>AO14 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

<p>efficient emergency services access avoiding potential for entrapment during a bushfire;</p> <ul style="list-style-type: none"> c. does not place unacceptable bushfire risk on an adjoining or nearby site, people and assets; d. provides efficient access for fire fighting; e. provides ongoing protection from bushfire for major park assets and buildings. <p>Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>		
<p>Section C—If for ROL</p>		
<p>PO15 Development does not materially increase the number of premises exposed to unacceptable risk during bushfire events.</p>	<p>AO15 Development does not materially increase the number of people living or working in the Bushfire overlay area.</p>	<p>AO15 – Complies with PO15. While the proposal does intend to materially increase the number of people living in the mapped Bushfire Overlay area on site, in compliance with PO15, this is not considered to be at an unacceptable risk given its front access to an arterial road and location within a well-established urbanised setting. A bushfire hazard assessment is in the process of being prepared for submission to Council.</p>
<p>PO16 Development is designed to:</p> <ul style="list-style-type: none"> a. mitigate the risk of bushfire hazard to each lot; b. limit the spread of bushfire; c. achieve and maintain sufficient separation distance between development and hazardous vegetation to minimise bushfire hazard to future buildings during a bushfire; d. allow for emergency services access; e. locate buildings within a building protection zone <p>Note—Lot size, location, configuration, dimensions and building measures are balanced to achieve an acceptable level of risk to future occupants. Note—A bushfire management plan prepared in accordance with the</p>	<p>AO16 Development requires that lot number, size, shape and layout allow for the siting of future buildings within the lowest hazard locations on the site being located:</p> <ul style="list-style-type: none"> a. within a building protection zone in accordance with Figure b and Figure c; b. away from ridgelines and hilltop sites in compliance with Figure a; c. on land with a gradient less than 15%; d. preferably on east to south facing slopes and avoiding north to west facing slopes unless the slope is clear of vegetation and is not located in the High hazard buffer area sub-category or 	<p>AO16 – Complies. The proposed lot layout allows for the future siting of buildings within the middle portion of the site – the lowest hazard location. A bushfire hazard assessment is in the process of being prepared for submission to Council.</p>

<p>Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>	<p>Medium hazard buffer area sub-category.</p>	
<p>PO17 Development promotes safe site access, avoids creating a potential entrapment situation and supports accessibility and manoeuvring for fire fighting during bushfires. Note—This includes easements and boundary realignments. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>	<p>AO17 Development provides a lot layout which: a. provides direct road access and egress for new lots to public roads, rather than the creation of easements; b. in an urban category, avoids creating a new lot less than or equal to 2,500m² which directly adjoins hazardous vegetation; c. in an urban category, locates a future building protection zone to avoid a driveway of longer than 70m from the road frontage to a habitable building; d. in a rural category, provides for an alternative access where the private access roads or driveways are longer than 200m to reach a public road.</p>	<p>AO17 – Complies with PO17. The proposal adjoins potentially hazardous Council vegetation on Lot 2 on SL9006, in compliance with PO17, the proposal allows for safe site access and avoids the creation of entrapment due to its front access to an arterial road and location within a well-established urbanised setting.</p>
<p>PO18 Development ensures that the road layout and design provides: a. efficient emergency services access to sites and manoeuvring within the subdivision; b. safe and efficient movement of residents, workers and visitors out of the subdivision and away from an approaching bushfire; c. safe and efficient movement of emergency services into the subdivision; d. alternative egress routes considering the most likely bushfire scenarios; e. ongoing availability and maintenance of access and egress routes for the purposes of evacuation and emergency services access. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.</p>	<p>AO18.1 Development involving a new road or fire maintenance trail is designed and constructed in compliance with: a. Table 8.2.5.3.C; or b. an approved bushfire management plan.</p> <p>AO18.2 Development has a road layout and design which: a. provides for alternative access routes to the subdivision, by public roads that meet the requirements in Table 8.2.5.3.C and are able to access the arterial road network; b. excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the development from hazardous vegetation; c. does not include dead-end roads or if a dead-end road is unavoidable, it is a maximum of 60m long, or 200m where located in the Environmental</p>	<p>AO18.1 – Not Applicable. The proposal does not involve a new road or fire maintenance trail.</p> <p>AO18.2 – Complies. In compliance with (a), the proposal provides front access to Moggill Road, an arterial road.</p>

	<p>management zone, Conservation zone, Rural zone, or Rural residential zone, and an alternative emergency evacuation and egress route away from the most likely source of bushfire risk is provided for lots where multiple road access or exit points are not possible;</p> <p>d. links road within the subdivision to, or provides for future links to roads in adjacent subdivisions.</p> <p>Note—Where staged development occurs or development is in accordance with an approved master plan, a temporary perimeter road may be considered, subject to availability of reticulated water supply.</p>	
<p>PO19 Development involving new premises provides adequate infrastructure to support fire fighting.</p>	<p>AO19.1 Development involving new premises ensures that:</p> <p>a. lots have access to reticulated water supply and water pressure available for fire-fighting requirements with water supply and pressure that accord with the standards specified by the relevant utilities provider; or</p> <p>b. where reticulated water supply is not available for:</p> <p>i. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank;</p> <p>ii. development other than residential lots, onsite water storage is provided which is appropriate to the proposed future use according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres.</p> <p>Note—Water supply for fire-fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming pools, creeks and dams should not be used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions.</p>	<p>AO19.1 – Complies. All proposed lots have connection access to the existing reticulated water infrastructure at the site.</p> <p>AO19.2 – Complies. Fire hydrants can be provided, if required.</p>

	<p>AO19.2 Development provides fire hydrants in accordance with Central SEQ Distributor-Retailer Authority, Queensland Urban Utilities (incorporating Water Services Association of Australia) standards.</p>	
<p>Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category</p>		
<p>PO20 Development is designed and constructed to reduce vulnerability to bushfire attack and addresses the bushfire hazard by a bushfire hazard assessment that:</p> <ol style="list-style-type: none"> a. utilises a fit for purpose methodology prepared in accordance with the State Planning Policy — State interest technical manual — Natural hazards, risk and resilience; b. includes the following measures and inputs: <ol style="list-style-type: none"> i. potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation; ii. a published vegetation hazard classification dataset from the relevant fire authority; iii. forest fire danger index of 54 (AEP 5%); iv. potential flame length; v. potential rate of fire spread. c. is undertaken by a person suitably qualified and experienced with technical expertise in the field of bushfire hazard identification and mitigation, including protection of biodiversity values; d. determines the relevant bushfire attack level for that part of the site in which development is proposed. <p>Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.</p>	<p>AO20.1 Development is designed and sited in compliance with an approved bushfire management plan relevant to the full nature of the uses, which identifies the level of future bushfire hazard and the location of future hazardous vegetation affecting the development. Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.</p> <p>AO20.2 Development other than ROL determines bushfire attack level using:</p> <ol style="list-style-type: none"> a. potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation; <p>Note—In the absence of an approved rehabilitation and revegetation plan refer to Figure d—Regional ecosystem vegetation communities.</p> <ol style="list-style-type: none"> a. a published vegetation hazard classification dataset from the Relevant fire authority; b. forest fire danger index of 54 (AEP 5%). <p>Note—Revegetation and regrowth vegetation may be planned within the Potential impact sub-category on both private and public lands. The level of bushfire hazard posed by any areas subject to revegetation or regrowth vegetation is to be assessed as if that area had reached its mature state. A 'low' bushfire attack level must not be assumed in these locations even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959-2009 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of</p>	<p>AO20.1 – Complies with PO20. A bushfire hazard assessment is in the process of being prepared for submission to Council.</p> <p>AO20.2 – Not Applicable. The proposal is for Reconfiguring a Lot.</p>

	information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.	
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8.2.9 Critical infrastructure and movement network overlay code

8.2.9.1 Application

1. This code applies to assessing development in the Critical infrastructure and movement network overlay, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. Land within the Critical infrastructure and movement network overlay is identified on the Critical infrastructure and movement network overlay map and is included in the following sub-categories:
 - a. Critical assets sub-category;
 - b. Critical infrastructure and movement planning area sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

8.2.9.2 Purpose

1. The purpose of the Critical infrastructure and movement network overlay code is to:
 - a. Implement the policy direction in the Strategic framework in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.3 — Brisbane's healthy and safe communities;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.3 — Brisbane's coordinated infrastructure planning and delivery.
 - b. Provide for the assessment of the suitability of development in the Critical infrastructure and movement network overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development is able to gain appropriate vehicular access to the critical movement and infrastructure network during and immediately after a natural disaster event, including floods up to the 0.05% AEP (2000 year ARI) flood event.
 - b. Development with special emergency access or evacuation needs can be accessed during and immediately after a natural disaster event, or are otherwise able to maintain essential functions during these events.
 - c. Development ensures that land uses, that have a potential to impact on people, property and the environment, can be efficiently accessed or evacuated by emergency services during and immediately after a natural disaster event, an onsite management response appropriately addresses evacuation, and essential supplies can be provided.
 - d. Development is located to allow for the efficient provision of emergency management services.
 - e. Development does not cause environmental harm, risk public safety or compromise the necessary function of infrastructure essential to disaster response or the wellbeing of the community due to isolation of the development in a natural disaster event.

8.2.9.3 Performance outcomes and acceptable outcomes

Table 8.2.9.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility		
<p>PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.</p>	<p>AO1 Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities:</p> <ul style="list-style-type: none"> a. has direct vehicular access to a critical route or an interim critical route; or b. has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or d. where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: <ul style="list-style-type: none"> i. demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; ii. includes a business continuity plan for the operation of the use or throughout the natural disaster event. 	<p>AO1 – Not Applicable.</p> <p>The proposal is not for air service, detention facilities, emergency services, hospital, port service, or residential care facilities.</p>
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation		

<p>PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.</p>	<p>AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation:</p> <ol style="list-style-type: none"> a. has direct vehicular access to a critical route or an interim critical route; or b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or d. has been designed to operate in all flood events without human intervention. 	<p>AO2 – Not Applicable. The proposal is not for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot, or utility installation.</p>
<p>Access by emergency services to medium impact industry, high impact industry or special industry</p>		
<p>PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.</p>	<p>AO3 Development for medium impact industry, high impact industry or special industry:</p> <ol style="list-style-type: none"> a. has direct vehicular access a critical route or an interim critical route; or b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event. 	<p>AO3 – Not Applicable. The proposal is not for medium impact industry, high impact industry, or special industry.</p>

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
 - a. Motorway sub-category;
 - b. Arterial road sub-category;
 - c. Suburban road sub-category;
 - d. District road sub-category;
 - e. Neighbourhood road sub-category;
 - f. Local road sub-category;
 - g. Future motorway sub-category;
 - h. Future arterial road sub-category;
 - i. Future suburban road sub-category;
 - j. Future district road sub-category;
 - k. Primary freight route sub-category;
 - l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 4: Brisbane’s highly effective transport and infrastructure and Element 4.1 — Brisbane’s transport infrastructure networks;
 - ii. Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 — Brisbane’s identity.
 - b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain.
 - b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
 - c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
 - d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
 - e. Development does not compromise the completion of the road hierarchy.
 - f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
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: <ol style="list-style-type: none"> a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: <ol style="list-style-type: none"> i. the road hierarchy shown on the Road 	AO1.1 Development ensures that an access driveway is provided from: <ol style="list-style-type: none"> a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential. 	AO1.1-AO1.5 – Not Applicable. The proposal is not for Material Change of Use.

<p>hierarchy overlay map;</p> <ul style="list-style-type: none"> ii. public transport operations; iii. pedestrian and cyclist movement; <p>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>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.</p>	<p>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.</p>	
<p>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.</p>	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	
<p>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.</p>	<p>Section B—If for assessable development for a material change of use</p>	
<p>PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p>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.</p> <p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> 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. <p>Note—This can be demonstrated in a transport impact assessment</p>	<p>AO2.1-AO2.2 – Not Applicable.</p> <p>The proposal is not for Material Change of Use.</p>

	report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>PO3 – Complies. If required, the proposal will allow for the extension, expansion, or widening of the existing or future road network.</p>
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>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>.</p>	<p>AO3A No acceptable outcome is prescribed.</p>	<p>PO3A – Not Applicable. The proposed development is not involving trunk infrastructure that is to be provided earlier than planned in the LGIP, long term infrastructure for the road network, or other infrastructure for the road network.</p>
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		
<p>PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: <ol style="list-style-type: none"> i. is required to service the development or 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. <p>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.</p>	<p>AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ol style="list-style-type: none"> a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy. 	<p>AO4 – Complies.</p> <p>Moggill Road is classified an Arterial Road for the purposes Road Hierarchy Overlay, a Trunk Road within the LGIP, and there are no known planned upgrades.</p>
<p>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</p>		
<p>PO5 Development ensures that a new road connection provides:</p> <ol style="list-style-type: none"> a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major road network. 	<p>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.</p>	<p>AO5 – Complies.</p> <p>The proposal retains access to the site from the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p>
<p>PO6 Development ensures that an extension of or change to the road network:</p> <ol style="list-style-type: none"> a. provides internal connectivity and connects to the 	<p>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</p>	<p>AO6.1 – Not Applicable.</p> <p>The proposal does not involve a new or upgrade road.</p>

<p>external road network;</p> <p>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;</p> <p>c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p> <p>d. includes the provision of bus routes that provide ease of access to bus customers;</p> <p>e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</p> <p>f. provides a street layout that minimises travel time and traffic volumes on minor roads;</p> <p>g. provides high permeability for pedestrian and cycle networks;</p> <p>h. provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>i. preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p>overlay and the standards in the Infrastructure design planning scheme policy.</p> <p>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).</p>	<p>AO6.2 – Complies.</p> <p>The proposal retains access to the site from the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p>
<p>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.</p>	<p>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.</p>	<p>AO7 – Complies.</p> <p>The proposal retains access to the site from the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks.</p>
<p>PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.</p>	<p>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.</p>	<p>AO8 – Not Applicable.</p> <p>The proposal does not involve a new intersection.</p>

8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
 - a. Subtropical boulevard — in centre verge width 6m sub-category;
 - b. Subtropical boulevard — in centre verge width 5m sub-category;
 - c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
 - d. Subtropical boulevard — out of centre verge width 6m sub-category;
 - e. Subtropical boulevard — out of centre verge width 5m sub-category;
 - f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
 - g. Centre street major sub-category;
 - h. Centre street minor sub-category;
 - i. Neighbourhood street major sub-category;
 - j. Neighbourhood street minor sub-category;
 - k. Industrial street sub-category;
 - l. Pathway link sub-category;
 - m. Corner land dedication sub-category;
 - n. Locality street sub-category;
 - o. Laneway sub-category;
 - p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category

and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane’s outstanding lifestyle and Element 2.1 — Brisbane’s identity;
 - ii. Theme 4: Brisbane’s highly effective transport and infrastructure and Element 4.1 — Brisbane’s transport infrastructure networks.
 - b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
 - b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
 - c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
 - d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
 - e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
 - f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
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	AO1 – Complies. The subject site’s frontage to Moggill Road is classified as a Subtropical Boulevard – out of centre verge width 3.75m/4.25m. Table 8.2.20.3.B requires existing verge

	Infrastructure design planning scheme policy.	widths minimum of 3.75m. The existing verge ranges from 4m to 8m, therefore complying.
<p>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.</p>	<p>AO2.1 Development ensures that existing street trees are retained and protected.</p> <p>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.</p>	<p>AO2.1 – Complies. The proposal does not impact any street trees.</p> <p>AO2.2 – Complies. The proposal is designed and will be constructed in accordance with the IDPSP.</p>
Section B—If for assessable development		
<p>PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:</p> <ol style="list-style-type: none"> facilitates a high level of pedestrian movement and activity; enforces the sense of arrival to individual precincts and major connections; provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm. 	<p>AO3.1 Development ensures that a corner land dedication is provided:</p> <ol style="list-style-type: none"> where identified in the Streetscape hierarchy overlay map; in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. <p>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.</p>	<p>AO3.1-AO3.3 – Not Applicable. A corner land dedication at the subject site is not identified in the mapping.</p>
	<p>AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a</p>	

	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.	
If in or on a site adjoining the Wildlife movement solution sub-category		
<p>PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p>AO4 Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: <ul style="list-style-type: none"> 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. <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>	<p>AO4 – Not Applicable. The proposal is not on a site or adjoining a site in the Wildlife Movement Solution sub- category.</p>

8.2.23 Transport air quality corridor overlay code

8.2.23.1 Application

1. This code applies to assessing development in the Transport air quality corridor overlay, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. Land in the Transport air quality corridor overlay is identified on the Transport air quality overlay map and is included in the following sub-categories:
 - a. Transport air quality corridor A sub-category;
 - b. Transport air quality corridor B sub-category;
 - c. Tunnel ventilation stack sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- designing for air quality, guidance is provided in the Transport air quality corridor planning scheme policy.

8.2.23.2 Purpose

1. The purpose of the Transport air quality corridor overlay code is to:
 - a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.2—Brisbane's environmental quality and sustainable design;
 - ii. Theme 5: Brisbane's CityShape and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors.
 - b. Provide for the assessment of the suitability of development in the Transport air quality corridor overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development, in the context that air emissions are greater in transport corridors than in less busy areas, ensures that site layout and building design:
 - i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of users of a childcare centre, multiple dwelling, residential care facility or retirement facility;
 - ii. maximise wind movement around buildings and the dispersion of traffic air pollutants;
 - iii. minimise the impacts of air pollution from a tunnel ventilation stack on the health and wellbeing of occupants of sensitive uses.

8.2.23.3 Performance outcomes and acceptable outcomes

Table 8.2.23.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If in the Transport air quality corridor A sub-category		
<p>PO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility minimises exposure of an occupier of the development to road traffic air pollutants through:</p> <ul style="list-style-type: none"> a. adequate separation from the road; or b. provision of ducted mechanical ventilation with supply of clean outdoor air. 	<p>AO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility:</p> <ul style="list-style-type: none"> a. is set back to the greater of the requirements of any use code or the minimum separation distance, measured in the horizontal and vertical planes (refer to Figure a), from the kerb as specified in Table 8.2.23.3.B; or b. is installed with ducted mechanical ventilation for the supply of outdoor air in compliance with AS 1668.2: The use of ventilation and air conditioning in buildings - Mechanical ventilation in buildings, and: <ul style="list-style-type: none"> i. locates the mechanical ventilation outdoor air intakes at least the minimum distance, measured in the horizontal and vertical planes (refer to Figure b), from the kerb as specified in Table 8.2.23.3.B; or ii. includes filtration of outdoor air to a minimum performance standard of F6 or minimum efficiency reporting value (MERV) 9. <p>Editor's note—MERV rating system (in accordance with the American Society of Heating, Refrigeration and Air-Conditioning) and the F rating system (in accordance with AS 1324.1 Air filters for use in general ventilation and airconditioning - Application, performance and construction) are measures used to describe the efficiency with which particulate filters remove particles of a specified size from an airstream. The higher the MERV designation, the better the removal efficiency, particularly for smaller particles.</p>	<p>AO1 – Not Applicable. The proposal is solely for the subdivision of land.</p>

<p>PO2 Development for a childcare centre meets the air quality (planning) criteria in Table 8.2.23.3.C, to ensure that users are not exposed to harmful air pollutant levels. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO2 Development for a childcare centre ensures that a habitable room and any covered or uncovered outdoor activity area is located at least the minimum horizontal and vertical distances specified in Table 8.2.23.3.B.</p>	<p>AO2 – Not Applicable. The proposal is solely for the subdivision of land.</p>
<p>Section B—If in the Transport air quality corridor B sub-category</p>		
<p>PO3 Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ul style="list-style-type: none"> a. maintaining gaps between buildings at 7m or higher; b. variation in the building facade, in addition to balconies; c. varying the building shape and form from that of neighbouring buildings; d. significant vegetation between the road and the building. <p>Note—A transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p>AO3 Development at 7m or higher is set back at least 20m from the kerb.</p>	<p>AO3 – Not Applicable. The proposal is solely for the subdivision of land.</p>
<p>Section C—If within the Tunnel ventilation stack sub-category</p>		
<p>PO4 Development does not:</p> <ul style="list-style-type: none"> a. expose the occupants of a sensitive use to an air pollutant that exceeds the air quality planning criteria in Table 8.2.23.3.C, due to the operation of a tunnel ventilation outlet; b. affect the dispersion of air pollutants to the extent that existing sensitive uses will be exposed to air pollutants that exceed the air quality (planning) 	<p>AO4.1 Development has a building height which is at least 10m lower than the height of the tunnel ventilation outlet.</p> <p>AO4.2 The development does not include a childcare centre.</p>	<p>AO4.1-AO4.2 – Not Applicable. The proposal is not within the Tunnel Ventilation Stack sub-category.</p>

<p>criteria in Table 8.2.23.3.C. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>		
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8.2.24 Transport noise corridor overlay code

8.2.24.1 Application

1. This code applies to assessing development in the Transport noise corridor overlay, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. Land in the Transport noise corridor overlay is identified on the Transport noise corridor overlay map and is included in the following sub-categories:
 - a. Noise corridor — Brisbane:
 - i. Queensland Development Code MP4.4 Noise Category 1;
 - ii. Queensland Development Code MP4.4 Noise Category 2;
 - iii. Queensland Development Code MP4.4 Noise Category 3;
 - iv. Queensland Development Code MP4.4 Noise Category 4.
 - b. State designated noise corridor - State-controlled road (mandatory area):
 - i. Category 0: Noise Level < 58 dB(A);
 - ii. Category 1: 58 dB(A) - 63 dB(A);
 - iii. Category 2: 63 dB(A) - 68 dB(A);
 - iv. Category 3: 68 dB(A) - 73 dB(A);
 - v. Category 4: Noise Level > 73 dB(A).
 - c. State designated noise corridor - State-controlled road (voluntary area):
 - i. Category 0: Noise Level < 58 dB(A);
 - ii. Category 1: 58 dB(A) - 63 dB(A);
 - iii. Category 2: 63 dB(A) - 68 dB(A);
 - iv. Category 3: 68 dB(A) - 73 dB(A);
 - v. Category 4: Noise Level > 73 dB(A).
 - d. State designated noise corridor - rail network:
 - i. Category 0: Noise Level < 70 dB(A);
 - ii. Category 1: 70 dB(A) - 75 dB(A);
 - iii. Category 2: 75 dB(A) - 80 dB(A);
 - iv. Category 3: 80 dB(A) — 85 dB(A);
 - v. Category 4: Noise Level > 85 dB(A).
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

8.2.24.2 Purpose

1. The purpose of the Transport noise corridor overlay code is to:
 - a. Implement the policy direction in the Strategic framework in particular:
 - i. Theme 3: Brisbane’s clean and green leading environmental performance and Element 3.2—Brisbane’s environmental quality and sustainable design;
 - ii. Theme 5: Brisbane’s CityShape and Element 5.8 — Brisbane’s Growth Nodes on Selected Transport Corridors.
 - b. Provide for the assessment of the suitability of development in the Transport noise corridor overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development ensures that the intrusion of transport noise on a passive recreation space of a dual occupancy, multiple dwelling, residential care facility, or retirement facility located in a transport noise corridor is appropriately managed.
 - b. Development ensures that each dwelling has access to an outdoor space for passive recreation where transport noise has been minimised.

8.2.24.3 Performance outcomes and acceptable outcomes

Table 8.2.24.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.</p>	<p>AO1 Development ensures that each dwelling: <ol style="list-style-type: none"> a. has a balcony or outdoor recreation area shielded by the building from direct transport noise; or b. with a balcony exposed to transport noise has a solid gap-free balustrade. </p>	<p>AO1 – Not Applicable. The proposal is solely for the subdivision of land. Even still, the proposed lot sizes and layouts are considered to be capable of complying.</p>

9.4.3 Filling and excavation code

9.4.3.1 Application

1. This code applies to assessing:
 - a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
 - b. operational work for filling or excavation which is assessable development if this code is an applicable code identified in the assessment benchmarks column of a table of assessment for operational work (section 5.8) or an overlay (section 5.10); or
 - c. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for material change of use (section 5.5) or reconfiguring a lot (section 5.6); or
 - ii. impact assessable development, to the extent relevant.

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

Note—This code does not apply to building work as defined in the Act.

Note—A development application involving a rock anchor within an adjoining site is submitted with proof of consent from an adjoining land and building owner.

Editor's note—Guidance on managing the spread of invasive species in filling or excavation activities is provided in Minimising Pest Spread Advisory Guidelines prepared for the Petroleum industry.

Editor's note—Where filling or excavation is conducted on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register, the relevant Queensland Government department should be contacted for advice and guidelines.

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

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

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- ecological assessment, koala habitat or development design, guidance is provided in the Biodiversity areas planning scheme policy;
- retaining wall construction, guidance is provided in the Infrastructure design planning scheme policy;
- landscape design, guidance is provided in the Landscape design planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- the selection of planting species, guidance is provided in the Planting species planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy.

Editor's note—For a proposal to be accepted development, subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcome that the proposal fails to meet needs to be assessed against the corresponding acceptable outcome or performance outcome and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

9.4.3.2 Purpose

1. The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation.
 - b. filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.
 - c. filling or excavation effectively manages the impacts associated with the activity.
 - d. filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.

9.4.3.3 Performance outcomes and acceptable outcomes

Table 9.4.3.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.</p>	<p>AO1 Development ensures that the total height of any cut and fill, whether or not retained, does not exceed:</p> <ol style="list-style-type: none"> a. 2.5m in a zone in the Industry zones category; b. 1m in all other zones, or if adjoining a sensitive zone. 	<p>AO1 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>PO2 Development of a retaining wall proposed as a result of filling or excavation:</p> <ol style="list-style-type: none"> a. is designed and constructed to be fit for purpose; b. does not impact adversely on significant vegetation; c. is capable of easy maintenance. <p>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.</p>	<p>AO2.1 Development of a retaining structure, including footings, surface drainage and subsoil drainage:</p> <ol style="list-style-type: none"> a. is wholly contained within the site; b. if the total height to be retained is greater than 1m, then: <ol style="list-style-type: none"> 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 	<p>AO2.1-AO2.4 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>

	<p>higher wall) is no less than 1m horizontally to incorporate planting areas.</p> <p>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 accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.</p> <p>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.</p> <p>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.</p>	
<p>PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.</p>	<p>AO3 Development ensures that a rock anchor:</p> <ol style="list-style-type: none"> 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. 	<p>AO3 – Not Applicable.</p> <p>Earthworks and retaining structures are not proposed at this stage.</p>

<p>PO4 Development protects all services and public utilities.</p>	<p>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.</p>	<p>AO4 – Complies. Earthworks and retaining structures are not proposed at this stage.</p>
<p>PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.</p>	<p>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.</p>	<p>AO5 – Complies. Earthworks and retaining structures are not proposed at this stage.</p>
<p>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.</p>	<p>AO6 Filling or excavation does not involve the construction of open drainage.</p>	<p>AO6 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>PO7 Development for filling or excavation:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p>	<p>AO7.1-AO7.2 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>

<p>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.</p>	<p>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.</p> <p>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.</p>	<p>AO8.1-AO8.2 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>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.</p>	<p>AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.</p>	<p>AO9 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>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.</p>	<p>AO10 Development ensures that heavy trucks hauling material to and from the site:</p> <ol style="list-style-type: none"> 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. 	<p>AO10 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.</p>	<p>AO11 Development does not involve:</p> <ol style="list-style-type: none"> a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; b. filling with material containing a contaminant. 	<p>AO11 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>
<p>PO12</p>	<p>AO12.1</p>	<p>AO12.1-AO12.4 – Not Applicable.</p>

<p>Development provides for:</p> <ul style="list-style-type: none"> a. landscaping for water conservation purposes; b. water sensitive urban design measures which are employed within the landscape design to maximise stormwater 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. <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p>Development provides drainage for artificial growing environments which is connected to the stormwater drain.</p> <p>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.</p>	<p>Earthworks and retaining structures are not proposed at this stage.</p>
<p>AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained.</p> <p>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</p>		
<p>AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>		
<p>PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.</p>	<p>AO13 Development does not involve the creation of canals or artificial waterways.</p>	<p>AO13 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p>

9.4.4 Infrastructure design code

9.4.4.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or building work if:
 - a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6), operational work (section 5.8), or an overlay (section 5.10); or
 - b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- ecological assessment, koala habitat or development design, guidance is provided in the Biodiversity areas planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- parking or servicing management during construction, guidance is provided in the Transport, access, parking and servicing planning scheme policy.

9.4.4.2 Purpose

1. The purpose of the Infrastructure design code is to assess the suitability of infrastructure for development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.
 - b. Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.
 - c. Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.
 - d. Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.
 - e. Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.
 - f. Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.
 - g. Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.
 - h. Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.
 - i. Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development provides roads, pavement, edging and landscaping which:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>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.</p>	<p>AO1 – Complies.</p> <p>The proposal will provide streetscape works which are designed and constructed in accordance with the road corridor design standards of the IDPSP.</p>
<p>PO2 Development provides road pavement surfaces which:</p> <ul style="list-style-type: none"> 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 stormwater run-off 	<p>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.</p>	<p>AO2 – Not Applicable.</p> <p>The proposal does not involve a constructing new road.</p>

<p>and the preservation of all-weather access; d. allows for reasonable travel comfort.</p>		
<p>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.</p>	<p>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.</p>	<p>AO3 – Not Applicable. The proposal does not involve a constructing new pavement.</p>
<p>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.</p>	<p>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.</p>	<p>AO4 – Complies. The existing verge width ranges from 4m to 8m, which is compliant with the requirements for the Subtropical Boulevard – out of centre verge width 3.75m/4.25m streetscape hierarchy classification.</p>
<p>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.</p>	<p>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.</p>	<p>AO5 – Not Applicable. The subject site is not identified in the Streetscape Hierarchy Overlay map or any Neighbourhood Plan as requiring a lane or laneway.</p>
<p>PO6 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</p>	<p>AO6 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</p>	<p>AO6 – Complies. The proposed reconfiguration is located in an established area. All necessary streetscape works and infrastructure are to be provided where required.</p>

<p>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.</p>	<p>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.</p>	
<p>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; 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</p>	<p>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.</p>	<p>AO7 – Not Applicable. The subject site has frontage to Moggill Road, which is categorised as a Secondary Cycle Route. The road itself does not have a dedicated bicycle lane, instead the existing footpath would be shared between cyclists and pedestrians, due to potential safety issues resulting from the high traffic generation along this Arterial Road.</p>

<p>certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>		
<p>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.</p>	<p>AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.</p> <p>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.</p>	<p>AO8.1-AO8.2 – Complies.</p> <p>The proposal retains the existing kerbside collection arrangements at the site, being at the slip road and Moggill Road.</p>
<p>PO9 Development ensures that:</p> <ol style="list-style-type: none"> 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. 	<p>AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.</p> <p>AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.</p>	<p>AO9.1-AO9.2 – Complies.</p> <p>New connections into the existing reticulated water main at the site's Moggill Road frontage and the existing reticulated sewer main at the rear are proposed.</p>
<p>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.</p>	<p>AO10.1 Development provides public utilities and street lighting which are located and aligned to:</p> <ol style="list-style-type: none"> 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. <p>Note—Guidance on the restoration of habitat is included in the</p>	<p>AO10.1 – Complies.</p> <p>The proposal will locate and align public utilities in a way that avoids the existing street tree and minimises earthworks.</p> <p>AO10.2 – Complies.</p> <p>The proposal will co-locate public utilities in common trenching for underground services, where required.</p> <p>AO10.3 – Complies.</p>

	<p>Biodiversity areas planning scheme policy.</p> <p>AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.</p> <p>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.</p>	<p>The proposal will provide public utilities designed and constructed in compliance with public utilities standards in the IDPSP.</p>
<p>PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.</p>	<p>AO11 Development provides land with the following services to the standards of the approved supplier:</p> <ul style="list-style-type: none"> a. electricity; b. telecommunications services; c. gas service where practicable. 	<p>AO11 – Complies.</p> <p>The proposed reconfiguration will ensure provision of electricity and telecommunications to the approved service supplier’s standard as a condition of approval/ at the Plan Sealing stage.</p>
<p>PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.</p>	<p>AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:</p> <ul style="list-style-type: none"> 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. <p>Editor’s note—An accurate, digital ‘as built’ three-dimensional location plan is to be supplied for all infrastructure provided in a road.</p>	<p>AO12 – Not Applicable.</p> <p>The proposal is not for a major Council or government works project.</p>
<p>PO13</p>	<p>AO13</p>	<p>AO13 – Not Applicable.</p>

<p>Development provides public art identified in a neighbourhood plan or park concept plan which:</p> <ul style="list-style-type: none"> a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: <ul style="list-style-type: none"> 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. 	<p>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.</p>	<p>The proposal is not required within a Neighbourhood Plan or Park Concept Plan to provide public art.</p>
<p>PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.</p>	<p>AO14 Development provides public signage:</p> <ul style="list-style-type: none"> a. at public transport interchanges and stops, key destinations, public spaces, pedestrian 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. <p>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).</p>	<p>AO14 – Not Applicable. Public signage is not relevant for the subdivision.</p>
<p>PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.</p>	<p>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.</p>	<p>AO15 – Not Applicable. The proposal is not required to provide community facilities.</p>
<p>PO16 Development provides public toilets which:</p> <ul style="list-style-type: none"> a. are required as part of a community facility or park; b. are located, designed and constructed to be: <ul style="list-style-type: none"> i. safe; 	<p>AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.</p>	<p>AO16 – Not Applicable. The proposal is not required to provide public toilets.</p>

<ul style="list-style-type: none"> ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose. 		
<p>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:</p> <ul style="list-style-type: none"> a. safe movement of intended users; 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. <p>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.</p>	<p>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.</p>	<p>AO17 – Not Applicable. The proposal is not required to provide bridges, tunnels, elevated structures, or water access structures.</p>
<p>PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> 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 	<p>AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>AO18 – Not Applicable. The proposal is not required to provide culverts.</p>

<p>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.</p>		
<p>PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>AO19 – Not Applicable. The proposal does not involve batters, retaining walls, seawalls, or river walls.</p>
<p>If for development with a gross floor area greater than 1,000m²</p>		
<p>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.</p>	<p>AO20 Development ensures that during construction:</p> <ol style="list-style-type: none"> 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. 	<p>AO20 – Not Applicable. The proposal does not have a GFA calculation, as it is solely for the subdivision of land.</p>
<p>PO21 Development ensures that construction and demolition activities are guided by measures that prevent or</p>	<p>AO21.1 Development ensures that demolition and construction:</p> <ol style="list-style-type: none"> a. only occur between 6:30am and 6:30pm Monday to 	<p>AO21.1-AO21.3 – Not Applicable. The proposal does not have a GFA calculation, as it is solely for the subdivision of land.</p>

<p>minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site. 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.</p>	<p>Saturday, excluding public holidays; b. do not occur over periods greater than 6 months.</p> <p>AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.</p> <p>AO21.3 Development construction and demolition does not involve asbestos-containing materials.</p>	
<p>PO22 Development ensures that:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.</p>	<p>AO22 – Not Applicable.</p> <p>The proposal does not have a GFA calculation, as it is solely for the subdivision of land.</p>
<p>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</p>		
<p>PO23 Development ensures that fire hydrants are:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>AO23.2 Fire hydrants are identified by:</p> <ul style="list-style-type: none"> a. raised reflectorised pavement markers (RRPM) on 	<p>AO23.1-AO23.2 – Not Applicable.</p> <p>The potential Material Change of Use is not confirmed at this stage.</p>

	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.	AO24 – Not Applicable. The potential Material Change of Use is not confirmed at this stage.
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.	AO25 – Not Applicable. The proposal is not for major electricity infrastructure or bulk water supply infrastructure.
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: <ul style="list-style-type: none"> a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property; c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised. 	AO26 No acceptable outcome is prescribed.	AO26 – Not Applicable. The proposal is not likely to impact on major electricity infrastructure or bulk water supply infrastructure.

9.4.9 Stormwater code

9.4.9.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or operational work if:
 - a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6) operational work (section 5.8) or an overlay (section 5.10); or
 - b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy.

9.4.9.2 Purpose

1. The purpose of the Stormwater code is to assess the suitability of the stormwater aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.
 - b. Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.
 - c. Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.
 - d. Development ensures that the environmental values of the city's waterways are protected or enhanced.
 - e. Development minimises run-off, including peak flows.
 - f. Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.
 - g. Development minimises the whole of life cycle cost of stormwater infrastructure.

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>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.</p>		

<p>PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to:</p> <ul style="list-style-type: none"> 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. <p>Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.</p>	<p>AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO1 – Complies.</p> <p>The proposal will retain, maintain and manage the site's existing stormwater drainage to Moggill Road as lawful point of discharge, and the existing stormwater infrastructure within the road reserve. Further details and/or a conceptual stormwater management plan may be provided, if necessary.</p>
<p>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.</p>	<p>AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.</p> <p>AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>AO2.1-AO2.2 – Complies.</p> <p>Please refer to the AO1 response above.</p>
<p>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.</p>	<p>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.</p> <p>AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>AO3.3</p>	<p>AO3.1-AO3.4 – Complies.</p> <p>Please refer to the AO1 response above.</p>

	<p>Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p>AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.</p>	
<p>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.</p>	<p>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.</p> <p>AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.</p>	<p>AO4.1-AO4.2 – Complies. Please refer to the AO1 response above.</p>
<p>PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.</p>	<p>AO5 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.</p>	<p>AO5 – Complies. Please refer to the AO1 response above.</p>
<p>PO6 Development ensures that location and design of stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways. 	<p>AO6.1 Development locates stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> a. outside of a waterway corridor; b. offline to any catchment not contained within the development. <p>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.</p>	<p>AO6.1-AO6.2 – Complies. Please refer to the AO1 response above.</p>

<p>PO7 Development is designed, including any car parking areas and channel works to:</p> <ol style="list-style-type: none"> a. reduce property damage; b. provide safe access to the site during the defined flood event. 	<p>A07.1 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).</p> <p>A07.2 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.</p>	<p>A07.1-A07.2 – Complies. Please refer to the AO1 response above.</p>
<p>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.</p>	<p>A08.1 Development ensures natural waterway corridors and drainage paths are retained.</p> <p>A08.2 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.</p> <p>A08.3 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.</p> <p>A08.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks</p>	<p>A08.1-A08.4 – Complies. Please refer to the AO1 response above.</p>

	and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	
<p>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.</p>	<p>AO9 No acceptable outcome is prescribed.</p>	<p>PO9 – Complies. Please refer to the AO1 response above.</p>
<p>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.</p>	<p>AO10 No acceptable outcome is prescribed.</p>	<p>PO10 – Complies. Please refer to the AO1 response above.</p>
<p>PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO11.1-AO11.2 – Complies. Please refer to the AO1 response above.</p>
<p>PO12 Development provides stormwater infrastructure which:</p> <ul style="list-style-type: none"> 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. 	<p>AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.</p> <p>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.</p>	<p>AO12.1-AO12.2. – Complies. Please refer to the AO1 response above.</p>

<p>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:</p> <ul style="list-style-type: none"> a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. <p>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</p>	<p>AO13 No acceptable outcome is prescribed.</p>	<p>PO13 – Complies. Please refer to the AO1 response above.</p>
<p>PO14 Development ensures that:</p> <ul style="list-style-type: none"> 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. 	<p>AO14 No acceptable outcome is prescribed.</p>	<p>PO14 – Complies. Please refer to the AO1 response above.</p>
<p>PO15 Development does not increase:</p> <ul style="list-style-type: none"> 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. 	<p>AO15 No acceptable outcome is prescribed.</p>	<p>PO15 – Complies. Please refer to the AO1 response above.</p>
<p>Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:</p> <ul style="list-style-type: none"> a. a material change of use for an urban purpose which involves greater than 2,500m² of land that: <ul style="list-style-type: none"> 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 2,500m ² of land.		
<p>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.</p>	<p>AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>AO16 – Not Applicable. The proposed subdivision is not on land greater than 2,500m² or resulting in 6 or more lots.</p>
<p>PO17 Development ensures that:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO17 No acceptable outcome is prescribed.</p>	<p>PO17 – – Not Applicable. The proposed subdivision is not on land greater than 2,500m² or resulting in 6 or more lots.</p>
<p>Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot</p>		
<p>PO18 Development protects stormwater infrastructure to ensure the following are not compromised:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. is required to service the development or an existing and future urban development in the planning scheme area; or 	<p>AO18 Development protects stormwater infrastructure in compliance with the following:</p> <ul style="list-style-type: none"> 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. 	<p>AO18 – Complies. The proposal will maintain the existing stormwater drainage infrastructure within the road reserve; there are no known upgrades affecting the site.</p>

<p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>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.</p>		
<p>PO19 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>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.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p>AO19 No acceptable outcome is prescribed.</p>	<p>PO19 – Complies.</p> <p>The proposed development does not involve trunk infrastructure that is to be provided earlier than planned in the LGIP, long term infrastructure for the stormwater network, or other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by development.</p>

9.4.10 Subdivision code

9.4.10.1 Application

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

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

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

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

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

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

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

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

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

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

9.4.10.2 Purpose

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

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

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1	AO1.1	

<p>Development results in lots and an arrangement of lots that:</p> <ol style="list-style-type: none"> enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; complement the streetscape, local context and character for the locality; address development constraints. 	<p>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.</p> <p>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.</p> <p>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.</p> <p>Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</p> <p>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.</p> <p>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p> <p>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>.</p> <p>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</p> <p>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.</p> <p>AO1.3</p>	<p>AO1.1 – Complies with PO1.</p> <p>The subdivision proposes the following lot layouts:</p> <p>Proposed Lot 1:</p> <ul style="list-style-type: none"> 330m² (including 28m² proposed Easement A); Does not achieve 9m minimum width but exceeds 15m minimum width; 8.4435m average lot width and 8.014m frontage. <p>Proposed Lot 2:</p> <ul style="list-style-type: none"> 348m² (including 32m² proposed Easement B); Does not achieve 9m minimum width but exceeds 15m minimum length; 8.902m average lot width and 8.931m frontage. <p>Proposed Lot 3:</p> <ul style="list-style-type: none"> 335m²; Achieves 9m minimum width and 15m minimum length. 9.75m average lot width and 10.558m frontage. <p>In compliance with PO1, proposal is considered to enable future residential outcomes and standards consistent with the low density local context due to the following reasons:</p> <ul style="list-style-type: none"> The site is within close proximity, being approximately 400m walking distance along a shared pathway within the verge, to the pedestrian entrance of the District Centre zoned sites located north-east at 904 Moggill
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Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:

- a. across a proposed lot boundary; or
- b. 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.

Road, which are greater than 2,000m². As such, the site is suitable for an increase in density, and further, would also comply with the Table 9.4.10.3.B Part 2 requirements for development in these circumstances (i.e., development within 200m walking distance of a centre zoned site greater than 2,000m²).

- The site has direct access via this shared pathway to bus stops either side of Moggill Road located approximately 230m walking distance west. These bus stops accommodate multiple routes servicing the greater west Brisbane area, through to the University of Queensland and its surrounding suburbs, and in to Brisbane City.
- Lot layout capable of allowing for compliant domestic scale narrow-style modern buildings and structures, including the minimum number of private car parking spaces and ample north-facing rear open space.
- Responsiveness to the site's existing context and potential hazards, such as providing greater depth/length of the lots to allow for sufficient front setbacks from Moggill Road – a potential source of noise and light pollution.
- Shared access to the existing 2.4m wide crossover at the western/ Proposed Lot 1 side of the frontage. The access is achieved via the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.
- Adequate servicing available for all domestic needs, including: water, sewer, stormwater drainage, refuse collection, electricity and telecommunication, all to be appropriately setback from existing site and streetscape

		features.
<p>PO2 Development creates useable lots that:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. 	<p>AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: <ul style="list-style-type: none"> 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. <p>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.</p> <p>AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of:</p> <ul style="list-style-type: none"> a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis. <p>AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p>	<p>AO2.1 – Not Applicable. Earthworks and retaining structures are not proposed at this stage.</p> <p>AO2.2 – Complies. Each lot has a maximum average slope of 1 in 10 on the shortest axis and 1 in 15 on the longest.</p> <p>AO2.3 – Complies Each lot is capable of containing a 6m x 15m envelope on that part of the land that has a slope of less than 1 in 5.</p>

	<p>AO2.4 Development does not involve the creation of canals or artificial waterways.</p>	
<p>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:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking. 	<p>AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ol style="list-style-type: none"> 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. <p><small>Editor's note—See Section B for additional requirements where new road is proposed.</small></p> <p>AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO3.3 Development provides each lot with access to a public road other than a major road, that is:</p> <ol style="list-style-type: none"> a. direct; or b. via a formal access arrangement that is: <ol style="list-style-type: none"> 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 	<p>AO3.1 – Complies.</p> <p>Where any alteration is required, the streetscape will be reinstated in accordance with the road hierarchy (Arterial Road) and streetscape hierarchy (Subtropical Boulevard out of centre 3.75m/4.25m) and will be provided with:</p> <ul style="list-style-type: none"> • safe travel for pedestrians, cyclists and vehicles; • access to properties for all modes; • adequate servicing and utilities; • high level of aesthetics and amenity; • improved liveability and future growth; • high-quality streetscape; and • low-maintenance assets with minimal whole-of-life cost. <p>AO3.2-AO3.3 – Complies.</p> <p>The proposal includes shared access via two easements 3.5m in width, as required by the TAPS PSP, to the existing 2.4m wide crossover at the western/Proposed Lot 1 side of the frontage. The access is achieved via the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p> <p>AO3.4 – Complies.</p> <p>The proposal retains the existing safe sight distances at the access point along the frontage of each lot.</p>

	<p>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.</p>	<p>AO3.5 – Complies.</p> <p>The proposal is capable of achieving compliant grades within the lot.</p>
<p>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.</p>		
<p>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.</p>		
<p>PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.</p>	<p>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;</p>	<p>AO4.1 – Complies.</p> <p>The subject site is not identified in the LGIP or LTIP as having planned works for infrastructure, services, or land.</p> <p>All infrastructure and services are to be provided in accordance with the IDPSP, Refuse PSP, TAPS PSP, and other assessable Codes and relevant PSPs.</p>

	<p>f. codes and planning scheme policies that apply to the site.</p> <p>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.</p> <p>AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <ol style="list-style-type: none"> 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. 	<p>AO4.2 – Complies.</p> <p>The proposal will retain, maintain and manage the site’s existing stormwater drainage to Moggill Road as lawful point of discharge, and the existing stormwater infrastructure within the road reserve. Further details and/or a conceptual stormwater management plan may be provided, if necessary.</p> <p>AO4.3 – Not Applicable.</p> <p>Corner truncations not required.</p>
<p>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.</p>	<p>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:</p> <ol style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> • contaminated land; • transport noise corridors on State-controlled roads and the rail network. <p>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.</p>	<p>AO5 – Complies.</p> <p>The proposed subdivision is specifically designed to respond to the site’s existing context and potential hazards, such as providing greater depth/length of the lots to allow for sufficient front setbacks from Moggill Road – a potential source of noise and light pollution.</p>

<p>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</p> <ul style="list-style-type: none"> a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories. 		
<p>PO6 Development ensures that any rearrangement of a lot boundary:</p> <ul style="list-style-type: none"> a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: <ul style="list-style-type: none"> i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. 	<p>AO6 No acceptable outcome is prescribed.</p>	<p>PO6 – Not Applicable. The proposal is not for a boundary realignment.</p>
<p>PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements:</p> <ul style="list-style-type: none"> a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. 	<p>AO7 No acceptable outcome is prescribed.</p>	<p>PO7 – Not Applicable. The proposal is not for a volumetric format plan.</p>
<p>PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p>	<p>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</p>	<p>AO8.1-AO8.2 – Complies. The proposed subdivision is specifically designed to respond to the site's existing context and potential</p>

<p>a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;</p> <p>b. lawful uses intended for the site and the locality.</p>	<p>boundaries for proposed lots to the extent relevant.</p> <p>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.</p> <p>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.</p>	<p>hazards, such as providing greater depth/length of the lots to allow for sufficient front setbacks from Moggill Road – a potential source of noise and light pollution.</p> <p>AO8.3 – Complies with PO8.</p> <p>Please refer to PO1 response above.</p>
<p>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</p> <p>a. 10 or more lots; or</p> <p>b. road reserve or new road; or</p> <p>c. cycle or pedestrian routes.</p>		
<p>PO9 Development ensures that the transport network and all its component elements is designed to:</p> <p>a. facilitate the efficient and cost-effective provision and maintenance of infrastructure;</p> <p>b. deliver the intended functional outcome of each element;</p> <p>c. have a clear hierarchical structure using the existing network classification;</p> <p>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.</p> <p>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.</p>	<p>AO9 Development provides a transport network that:</p> <p>a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;</p> <p>b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:</p> <p>i. the Road hierarchy overlay map;</p> <p>ii. the Bicycle network overlay map;</p> <p>iii. the Streetscape hierarchy overlay map;</p> <p>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;</p> <p>v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes</p>	<p>AO9 – Not Applicable.</p> <p>The proposal does not involve the above.</p>

	<p>as agreed by the Council;</p> <p>c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>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.</p> <p>Note—This outcome can be demonstrated through an application that:</p> <ul style="list-style-type: none"> • 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. 	
<p>PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ul style="list-style-type: none"> a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including 	<p>AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ul style="list-style-type: none"> 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. <p>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</p>	<p>AO10.1-AO10.2 – Not Applicable. The proposal does not involve the above.</p>

<p>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.</p>	<p>park. AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.</p>	
<p>PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction;</p>	<p>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.</p>	<p>AO11 – Not Applicable. The proposal does not involve the above.</p>

<ul style="list-style-type: none"> i. required design vehicles; j. utility services. 		
<p>PO12 Development provides a road network that:</p> <ul style="list-style-type: none"> 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; 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. 	<p>AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p> <p>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.</p> <p>AO12.3 Development provides road network that:</p> <ul style="list-style-type: none"> a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: <ul style="list-style-type: none"> i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south. 	<p>AO12.1-AO12.3 – Not Applicable.</p> <p>The proposal does not involve the above.</p>
<p>PO13 Development provides connected road, pedestrian and bicycle networks.</p>	<p>AO13 Development involving new road ensures that a no through road is included only where:</p> <ul style="list-style-type: none"> a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road 	<p>AO13 – Not Applicable.</p> <p>The proposal does not involve the above.</p>

	<p>layout, option or arrangement to provide for road continuity;</p> <p>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;</p> <p>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;</p> <p>e. if for residential development, a no through road:</p> <ul style="list-style-type: none"> i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. <p>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.</p> <p>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.</p>	
<p>PO14 Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: <ul style="list-style-type: none"> i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; 	<p>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.</p>	<p>AO14 – Not Applicable.</p> <p>The proposal does not involve the above.</p>

iv. utilities and other infrastructure.		
<p>PO15 Development provides intersection designs that ensure:</p> <ul style="list-style-type: none"> a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management. 	<p>AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO15 – Not Applicable. The proposal does not involve the above.</p>
<p>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.</p>	<p>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.</p>	<p>AO16 – Not Applicable. The proposal does not involve the above.</p>
<p>PO17 Development provides a transport network that is:</p> <ul style="list-style-type: none"> a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies. 	<p>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.</p>	<p>AO17 – Not Applicable. The proposal does not involve the above.</p>
<p>Section C—Specific performance outcomes and acceptable outcomes applicable to development</p>		
<p>Section C1—Development for reconfiguring a lot involving any of the following:</p> <ul style="list-style-type: none"> a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. <p>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.</p>		

<p>PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <ol style="list-style-type: none"> a. the lot frontage of all residential lots is within: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; 	<p>AO18.1 Development is designed and sited in compliance with:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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 planning scheme policy. <p><small>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 planning scheme policy where this information is insufficient.</small></p> <p>AO18.2 Development likely to generate significant pedestrian movements provides a layout with a:</p> <ol style="list-style-type: none"> a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: <ol style="list-style-type: none"> 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. 	<p>AO18.1 – Not Applicable. The proposal is not subject to a Neighbourhood Plan, development approval, preliminary approval, or a structure plan.</p> <p>AO18.2 – Not Applicable. The proposal is not likely to generate significant pedestrian movements.</p>
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<p>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.</p> <p>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.</p> <p>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.</p>		
<p>PO19 Development ensures that the layout retains and responds to:</p> <ul style="list-style-type: none"> 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. 	<p>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</p> <p>AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p>AO19.1 – Not Applicable. The site contains three (3) trees, with none listed as significant vegetation within the Significant Landscape Tree Overlay or Council’s Community Mapping.</p> <p>AO19.2 – Not Applicable. The proposal does not involve heritage or character buildings.</p>
<p>PO20 Development provides a layout that supports pedestrian access to public transport services by locating:</p> <ul style="list-style-type: none"> 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. 	<p>AO20 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.</p>	<p>AO20 – Complies. The subject site is situated with direct access to an existing shared footpath/bikeway at the site frontage.</p> <p>This shared path connects the site to multiple bus stops either side of Moggill Road, the closest being an approx. 230m walk. These bus stops accommodate multiple bus routes that service the greater west Brisbane area, throughout the University of Queensland and its surrounding suburbs, and in to Brisbane City.</p>

<p>PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p>AO21.1 Development provides lots that are generally designed and positioned to locate:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO21.1 – Not Applicable. This provision is not applicable to the scale of the proposal.</p> <p>AO21.2 – Complies. The proposed layout of the lots are intended to allow for ample north-facing open space areas at the rear.</p>
<p>PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:</p> <ul style="list-style-type: none"> a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot 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. <p>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>AO22.1 Development provides a range of lot sizes that comply with:</p> <ul style="list-style-type: none"> 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 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. <p>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</p>	<p>Complies with AO22.1</p> <p>The proposed lot sizes comply with the dimensions and rectangle requirements for small lots (within 200m of a Centre Zone) as outlined in Table 9.4.10.3.B, however all lots are less than 400m² which equates to a density of 30 dwellings per hectare.</p> <p>The site is located within 400m walking distance of a District Centre and in proximity to high frequency public transport, therefore the expected development to the northeast of the site is for 7.5m wide frontages and lots of 300m² or more. Accordingly, the site provides an appropriate transition between larger/wider sites and narrower/smaller sites so that it is consistent with the surrounding character.</p>

	<p>space zone and local roads.</p> <p>AO22.2 Development fronting an existing or proposed road provides:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. a consistent lot character; 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. <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>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.</p>	
<p>PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:</p> <ul style="list-style-type: none"> a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; 	<p>AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:</p> <ul style="list-style-type: none"> 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 	<p>AO23 – Not Applicable.</p> <p>The proposal does not involve lots for non-residential, centre, or mixed use development.</p>

<p>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.</p>	<p>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.</p>	
<p>PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.</p>	<p>AO24.1 Development where providing lots for multiple dwellings: a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</p> <p>AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length.</p> <p>AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p>AO24.1 – Not Applicable. The proposal does not involve lots for Multiple Dwellings.</p> <p>AO24.2 – Complies. Each proposed lot size is less than 350m² and are co-located in a group to enable integrated design and construction solutions.</p> <p>AO24.3 – Not Applicable. Each proposed lot size is similar.</p>
<p>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</p>	<p>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.</p> <p>AO25.2</p>	<p>AO25.1-AO25.2 – Complies with PO25. In compliance with PO25, the proposal will allow for the siting and construction of potential narrow-style dwellings, ample north-facing open space at the rear, and on-site vehicle access and parking conveniently</p>

<p>potential dwelling houses and any ancillary building or activity;</p> <p>b. to maximise outdoor private space, privacy and amenity;</p> <p>c. to provide convenient on-site vehicle access and parking.</p>	<p>Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.</p>	<p>located at the sites' frontages.</p>
<p>PO26 Development provides land for park purposes that is well distributed and located and is consistent with:</p> <p>a. the nature of surrounding parks;</p> <p>b. the needs of occupants and visitors;</p> <p>c. the safety and connection to the transport network.</p>	<p>AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.</p>	<p>AO26 – Not Applicable. The proposal is not for park purposes.</p>
<p>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:</p> <p>a. not complying with the dimensions in Table 9.4.10.3.B; or</p> <p>b. with a frontage width of less than 10m.</p>		
<p>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:</p> <p>a. intended character of a locality;</p> <p>b. quality of the public realm and the provision of street trees;</p> <p>c. availability of on-street car parking;</p> <p>d. natural, character or heritage features of the lot.</p> <p>Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>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:</p> <p>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;</p> <p>b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater;</p> <p>c. 1.5m to any secondary street frontage where for a corner lot;</p> <p>d. 3m to any private open space on an existing or proposed adjoining small lot.</p> <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—The development footprint plan does not override the Dwelling</p>	<p>AO27.1-AO27.4 – Complies with PO27. The proposal does not provide a development footprint plan at this stage, however, includes sufficient dimensions to accommodate a dwelling in accordance with Dwelling House (Small Lot) Code insofar as it relates to minimum rectangle dimensions for small lots within 200m walking distance of a Centre Zone (i.e. 6m x 15m). In compliance with PO27, the proposal ensures the small lots are of a suitable size, frontage width and configuration to enable the potential future development of compliant domestic scale narrow-style modern buildings and ancillary structures, including the safe front access, the minimum number of private car parking spaces, and the retention of existing streetscape features, including the shared pathway.</p>

	<p>house (small lot) code other than to the extent provided for in that code.</p> <p>AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p> <p>AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>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:</p> <ol style="list-style-type: none"> a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	
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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		
<p>PO28 Development provides a lot layout plan that:</p> <ul style="list-style-type: none"> 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. 	<p>AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.</p> <p>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.</p>	<p>AO28.1-AO28.2 – Not Applicable.</p> <p>The subject site is not within the Industry Zone category or Extractive Industry Zone.</p>
<p>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.</p>	<p>AO29 Development provides lots that are arranged to:</p> <ul style="list-style-type: none"> 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. 	<p>AO29 – Not Applicable.</p> <p>The subject site is not within the Industry Zone category or Extractive Industry Zone.</p>
<p>PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that:</p> <ul style="list-style-type: none"> 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. 	<p>AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.</p>	<p>AO30 – Not Applicable.</p> <p>The subject site is not within the Industry Zone category or Extractive Industry Zone.</p>
<p>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</p> <p>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.</p>		
<p>PO31 Development:</p>	<p>AO31 No acceptable outcome is prescribed.</p>	<p>AO31 – Not Applicable.</p> <p>The subject site is not within the Centre Zone category,</p>

<p>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.</p>		<p>Mixed Use Zone, Community Facilities Zone, or Specialised Centre Zone.</p>
<p>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</p>		
<p>PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land. Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>AO32 – Not Applicable. The subject site is not within the Environmental Management Zone, Rural Zone, or any Neighbourhood Plan.</p>
<p>PO33 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as</p>	<p>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</p>	<p>AO33 – Not Applicable. The subject site is not within the Environmental Management Zone, Rural Zone, or any Neighbourhood Plan.</p>

outlined in the Biodiversity areas planning scheme policy.	lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i> .	
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		
<p>PO34 Development does not result in:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO34.1 Development ensures:</p> <ul style="list-style-type: none"> a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. <p>AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	<p>AO34.1-AO34.2 – Not Applicable.</p> <p>The proposal is not dividing land into parts by an agreement that is a lease or an exclusive use agreement.</p>
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.		
<p>PO35 Development involving common property under the <i>Body Corporate and Community Management Act</i></p>	<p>AO35 No acceptable outcome is prescribed</p>	<p>AO35 – Not Applicable.</p> <p>The proposal does involve a lot requiring a community management scheme.</p>

<p>1997, provides residential lots that have an appropriate area and dimensions:</p> <ul style="list-style-type: none"> 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. <p>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.</p>		
<p>PO36 Development provides internal access ways and driveways that:</p> <ul style="list-style-type: none"> 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. 	<p>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:</p> <ul style="list-style-type: none"> 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. <p>AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO36.1-AO36.2 – Not Applicable.</p> <p>The proposal does involve a lot requiring a community management scheme.</p>

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
 - a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
 - b. a material change of use or reconfiguring a lot if:
 - i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
 - ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided in the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
 - a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
 - b. Development enhances the potential for trip making other than by private vehicle.
 - c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
 - d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.
 - e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.
 - f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations

- and avoid risk of damage to people, property and vehicles.
- g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
 - h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
 - i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
 - j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
 - i. are safe and convenient to use;
 - ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
 - k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
 - l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p>PO1 Development is designed:</p> <ul style="list-style-type: none"> a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO1 – Complies.</p> <p>The proposal provides each lot with access to the existing 2.4m wide crossover at the western/Proposed Lot 1 side of the frontage. An access easement is required for both Proposed Lot 2 and 3 at this existing crossover. The access is achieved via the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p> <p>All utilities will be appropriately setback from the crossover. Further, the lot layout will easily allow for the minimum number of private car parking spaces to</p>

<p>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;</p> <ul style="list-style-type: none"> • 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. 		<p>be achieved.</p>
<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>PO2 – Not Applicable. The proposed reconfiguration is not considered to be of a major size.</p>
<p>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.</p>	<p>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.</p> <p>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.</p>	<p>AO3.1-AO3.2 – Complies. The proposal provides each lot with access to the existing 2.4m wide crossover at the western/Proposed Lot 1 side of the frontage. An access easement is required for both Proposed Lot 2 and 3 at this existing crossover. Access is achieved via the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p> <p>All utilities will be appropriately setback from these crossovers. Further, the lot layout will easily allow for the minimum number of private car parking spaces to be achieved.</p>
<p>PO4</p>	<p>AO4.1</p>	<p>AO4.1-AO4.3 – Complies.</p>

<p>Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> 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. <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p>The existing shared walking and cycling route along the site's Moggill Road frontage will not be impacted by the proposal.</p>
<p>PO5 Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> 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 	<p>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p>AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>AO5.1-AO5.5 – Not Applicable. Bicycle parking spaces are not required at this stage.</p>

<p>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.</p>	<p>AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	
<p>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.</p>	<p>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.</p>	<p>AO6 – Not Applicable. Shower cubicles and lockers are not required.</p>
<p>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.</p>	<p>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.</p>	<p>AO7 – Complies. The proposal is capable of being accessed by pedestrians and cyclists at the street frontage in compliance with the TAPS PSP.</p>
<p>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.</p>	<p>AO8 No acceptable outcome is prescribed.</p>	<p>PO8 – Complies. The proposal is capable of being accessed by pedestrians and cyclists at the street frontage.</p>
<p>PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and</p>	<p>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).</p>	<p>AO9.1-AO9.2 – Not Applicable. The proposal is not considered major development.</p>

<p>operation of the transport network, including the movement of pedestrians and cyclists;</p> <p>b. ensure the amenity of adjacent premises, from impacts such as noise and light.</p>	<p>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.</p>	<p>AO9.3 – Complies. The proposal retains existing sight distances to and from the existing crossover at Moggill Road.</p> <p>AO9.4-AO9.5 – Complies. The proposal provides each lot with access to the existing 2.4m wide crossover at the western/Proposed Lot 1 side of the frontage. An access easement is required for both Proposed Lot 2 and 3 at this existing crossover. Access point is achieved via the slip road that runs parallel to Moggill Road and connects into the surrounding Neighbourhood Road networks in a safe and efficient manner.</p>
	<p>AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	
	<p>AO9.4 Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. 	
	<p>AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.</p>	
<p>PO10 Redevelopment provides for:</p> <ul style="list-style-type: none"> 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. 	<p>AO10 No acceptable outcome is prescribed.</p>	<p>PO10 – Complies. Driveway crossover and footpaths upgrades will be comply with the TAPS PSP, where required.</p>

<p>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.</p>	<p>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.</p> <p>AO11.2 Development ensures that convex mirrors are only used in a site:</p> <ol style="list-style-type: none"> 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. 	<p>AO11.1 – Complies. The proposal retains existing sight distances to and from the existing crossover at Moggill Road.</p> <p>AO11.2 – Not Applicable. Convex mirrors are not considered necessary for the proposal.</p>
<p>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.</p>	<p>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.</p>	<p>AO12 – Not Applicable. The subject site is not within the City Core or City Frame.</p>
<p>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.</p>	<p>AO13 Development outside of the City core and City frame as identified in Figure a:</p> <ol style="list-style-type: none"> 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. 	<p>AO13 – Complies. The proposed provides each lot with sufficient space for car parking.</p>

	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.	
<p>PO14 Development ensures that the number of car parking spaces and design of the car parking area:</p> <ol style="list-style-type: none"> meet the combined design peak parking demand for residential, visitor and business parking; allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <p>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.</p>	<p>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.</p> <p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>AO14.1 – Complies. The proposed provides each lot with sufficient space for car parking.</p> <p>AO14.2 – Not Applicable. The proposal is not for a mixed use.</p>
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <ol style="list-style-type: none"> is clearly defined, safe and easily accessible; is designed to contain potential adverse impacts within the site; does not detract from the aesthetics or amenity of an area; discourages on-street parking if parking has an adverse traffic management safety or amenity impact; is consistent with safe and convenient pedestrian and cyclist movement. 	<p>AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO15 – Not Applicable. Design service vehicles are not required for the proposed future residential use of the lots.</p>
<p>PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ol style="list-style-type: none"> facilitating casual surveillance opportunities and 	<p>AO16 – Complies. The intended location of car parking at the sites' frontages will allow for casual surveillance by the owner and neighbourhood.</p>

	<p>including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> <ul style="list-style-type: none"> b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <p>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.</p>	
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> 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. <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	<p>AO17 – Complies. The intended location of car parking at the sites' frontages will allow for casual surveillance by the owner and neighbourhood.</p>
<p>PO18 Development is serviced by an adequate number and</p>	<p>AO18 Development ensures that the number and size of design</p>	<p>AO18 – Complies. Design service vehicles are not required for the</p>

<p>size of service vehicles.</p>	<p>service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>proposed future residential use of the lots.</p>
<p>PO19 Development layout provides for services which:</p> <ul style="list-style-type: none"> 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 impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area. 	<p>AO19.1 Development ensures that a service bay provided on site:</p> <ul style="list-style-type: none"> 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; b. is located away from street frontages and screened from adjoining premises. <p>AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>AO19.1 – Not Applicable. A service bay is not considered necessary for the proposed future residential use of the lots.</p> <p>AO19.2 – Complies. The lot sizes and associated access easement allow for on-site servicing and manoeuvring.</p> <p>AO19.3 – Complies. The proposal retains the existing kerbside collection arrangements at the site, being at the slip road and Moggill Road.</p>
<p>PO20 Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <ul style="list-style-type: none"> a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements. 	<p>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.</p>	<p>AO20 – Not Applicable. The proposal does not alter the existing service vehicle route.</p>

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:

- the operation of the transport network;
- the safety and amenity of a residential area;
- 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:

- 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
- 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.

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.

AO21.1-AO21.2 – Not Applicable.

The proposed reconfiguration is not required to be serviced by any of the listed vehicles.