

LOWER OXLEY CREEK SOUTH NEIGHBOURHOOD PLAN CODE

Performance Criteria and Acceptable Solutions

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APPLICATION REF
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Performance outcomes	Acceptable outcomes	Compliance	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
If in a zone in the residential zones category and any sub-category of the Biodiversity areas overlay and for a dwelling house or outdoor lighting			
PO1 Development for a dwelling house and associated development is located to: (a) minimise impact on biodiversity values; (b) provide a reasonable development footprint for a dwelling house and associated development.	AO1 Development for a dwelling house and associated ancillary development or outdoor lighting is: (a) located within an approved development footprint plan; or (b) within a development footprint that is: (i) located within a maximum 600m ² development footprint area; (ii) regular in shape with a minimum dimension of 15m; (iii) located a minimum 6m from any public road, except for a driveway.	P/S	Performance Solution Where required, Building Location Envelopes have been designed to minimise impact on biodiversity values and provide a reasonable development footprint for a future dwelling house and associated development.
If in the Environmental management zone and any sub-category of the Biodiversity areas overlay and for a dwelling house or outdoor lighting: Not Applicable: The proposed development is not located in the Environmental Management zone.			
Section B—If for assessable development			
General			
PO3 Development provides infrastructure to encourage the roll out of high-speed broadband networks.	AO3 New lots are provided with high-speed telecommunications infrastructure.	✓	Complies All lots will be provided with high-speed telecommunications infrastructure
PO4 Development provides separation distance between potentially incompatible land uses that: (a) protects the amenity of new development from noise disturbance and impacts from air quality; (b) avoids prejudicing the continuation of lawfully established rural activities.	AO4 Development ensures that the separation distance between sensitive uses or sensitive zone and the premises of an existing rural activity is more than 250m.	P/S	Performance Solution The proposed development is located within a newly developing residential suburb. The surrounding rural uses are being wound down to facilitate approved residential development. The subject site is not anticipated to adversely impact or be impacted by surrounding rural uses.
Where land is in a zone in the residential zones category and the General ecological significance sub-category of the Biodiversity areas overlay			
<i>Note—This excludes sites located in a neighbourhood centre.</i>			
<i>Note—A restoration plan is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles in the Biodiversity areas planning scheme policy.</i>			
PO5 Where land is identified within a zone in the residential zones category or the industrial zones category, significant vegetation	AO5	P/S	Performance Solution Please refer to the enclosed submitted ecological assessment.

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

LOWER OXLEY CREEK SOUTH NEIGHBOURHOOD PLAN CODE

Performance Criteria and Acceptable Solutions

is protected, conserved and rehabilitated to ensure its long term viability.	Where land is identified within a zone in the residential zones category or the industrial zones category, significant vegetation is: (a) protected from development including edge effects; (b) rehabilitated in accordance with a restoration plan.		
PO6 The location of new roads enhances connectivity and permeability. Where possible, new roads are coordinated with the provision of trunk drainage infrastructure and/or are located on the perimeter of parks.	AO6 Mid-block road connects are provided between: (a) Van Dieren Road and Laxton Road; (b) Laxton Road and Sweets Road; (c) Wadeville Street and Stapylton Road; as shown in Figure a.	N/A	Not Applicable Whilst the proposed development is not located on the streets mentioned in AO6, a road connection is provided between Laxton and Kraft Road.
PO7 Development does not prejudice a future east-west road connection over Blunder Creek to Brookside Street as indicated in Figure a. <i>Note—The preferred location and alignment of the east-west connection to Doolandella will be determined in conjunction with Council. Public transport accessibility must be considered in the positioning of the new road link (shown as new road, indicated in Figure a).</i>	AO7 No acceptable outcome is prescribed.	✓	Complies The development does not prejudice a future east-west road connection over Blunder Creek to Brookside Street.
PO8 Development does not prejudice the future upgrade of Paradise Road as indicated in Figure a.	AO8 No acceptable outcome is prescribed.	✓	Complies The development does not prejudice a future upgrade of Paradise Road.
PO9 Development provides for local recreation parks that: (a) are of a sufficient area and dimension to cater for a range of local recreational activities; (b) are of sufficient size to protect significant vegetation; (c) are sited in locations where housing can provide casual surveillance of the park; (d) are within walking distance to most residents.	AO9 Development incorporates future parks as indicated in Figure a that: (a) are a minimum size of 1ha; (b) are a minimum road frontage of 50%; (c) are located within 750m walking distance of most residents.	N/A	Not Applicable No future park/s have been indicated over the site.
PO10 Stormwater management infrastructure is: (a) integrated with other urban infrastructure and is located on privately owned land; or	AO10 Stormwater management infrastructure is located: (a) on privately owned land for community title developments; or	✓	Complies Please refer to the enclosed Stormwater Code and Sited Based Stormwater Management Plan.

Performance Criteria and Acceptable Solutions

<p>(b) located in public parks of sufficient size to ensure that it does not compromise the utility, amenity or functioning of the park, in accordance with desired standards of service; and is suitably designed and located to reduce maintenance requirements and whole of life costs.</p>	<p>(b) on road reserves only where:</p> <p>(i) the road reserve width is sufficient to ensure batter grades do not exceed 1V:4H;</p> <p>(ii) the infrastructure can be suitably located to avoid driveway crossovers and avoid conflicts with standard alignments for services;</p> <p>(iii) the infrastructure can be integrated with traffic calming devices, street trees and other landscaping; or</p> <p>(c) in public parks where:</p> <p>(i) the park comprises an area of at least 1ha;</p> <p>(ii) the treatment area is the park is no greater than 50% of the catchment's total water quality treatment area requirements, with the remaining treatment area distributed through development areas as water sensitive urban design;</p> <p>(iii) it does not occupy more than 5% of the total park area;</p> <p>(iv) it incorporates landscaping consistent with the character of the public park and avoids the use of retaining walls;</p> <p>(v) it is provided with suitable access for maintenance purposes;</p> <p>(vi) it does not reduce the range or quality of recreational opportunities available in the park according to the intended function and desired standard of service for the park type.</p>		
<p>PO11 Development that has a common boundary to a park or school provides opportunities for the passive surveillance of parks and schools.</p>	<p>AO11 Development ensures the height of fences/walls that have a common boundary with a park or school do not exceed:</p> <p>(a) 1.8m if 50% transparent;</p> <p>(b) 1.5m if solid.</p> <p>Note—Transparent fencing must not include barbed wire, chain wire or similar materials.</p>	<p>N/A</p>	<p>Not Applicable. The development does not share a common boundary with an existing or proposed park or school.</p>
<p>If in the Low density residential zone where for a house on a lot less than 400m²</p>			
<p>PO12 Development for small house lots:</p> <p>(a) are located on land physically suitable to accommodate the intended housing form;</p>	<p>AO12.1 House lots have an area of at least 250m².</p>	<p>✓</p>	<p>Complies The proposed lots have a minimum area of at least 250m².</p>
<p>(b) avoid a repetitive streetscape appearance;</p> <p>(c) avoid the proliferation of closely spaced vehicle crossovers and maximise on-street parking opportunities;</p> <p>(d) do not undermine the intended character of the zoning;</p>	<p>AO12.2 No more than 5 house lots with a minimum size of less than 400m² fronting the same street adjoin each other.</p>	<p>P/S</p>	<p>Performance Solution The proposed development incorporates lots which are consistent with the intent of the subject site. The proposed lots are capable of providing for a mix of low set and two storey dwelling houses. Small lots are included</p>

<p>(e) are of a sufficient size to accommodate the intended housing form;</p> <p>(f) are limited in extent and represent only a very small proportion of the overall lot mix.</p>			<p>amongst a mix of larger lots and open space. Given the array of possible design options it is not anticipated the proposed development will result in a repetitive streetscape.</p>
	<p>AO12.3</p> <p>Lots less than 400m² do not exceed 5% of the total number of proposed lots.</p>	<p>✓P/S</p>	<p>Complies Performance Solution</p> <p>Lots less than 400m² do not exceed 5% of the total number of proposed lots 9 of the proposed 26 residential lots are less than 400m², which represents 34.6% of the proposed residential lot mix, greater than the specified maximum of 5%. Despite this, these lots:</p> <ul style="list-style-type: none"> - are situated over land that can accommodate the intended housing form, which will be detached Dwelling Houses. - are situated to avoid a repetitive streetscape by providing a variety of frontage widths throughout the site and a variety of residential product (1 and 2 storey detached Dwelling Houses) with differing façade types. The Applicant will control the residential product by designing and constructing all future dwellings. - will provide ample and sufficient frontage to accommodate well-spaced driveway crossovers, kerbside refuse collection and on-street parking. A Street Tree Planting Plan can be included with this application demonstrating that street trees can be planted in dispersion once driveway crossovers are constructed. - will maintain the character of the Low Density Residential zone, which consists of appropriately sized and configured lots that can facilitate low rise, low density buildings set in green landscaped areas and maximising the retention of private backyard areas as private open space. This can be achieved with the acceptable outcomes in the Dwelling House (Small Lot) Code for setbacks, site cover and private open space. - will provide sufficient area and frontage to accommodate detached Dwelling Houses in accordance with the provisions of the Dwelling House (Small Lot) Code, which apply to all lots less than 450m².

			- are dispersed in a manner in which they are and do not appear to be the dominant lot size. It is also noted that the average lot size for the whole development is 381m ² , marginally less than envisaged for the Low Density Residential zone.
If in the Low density residential zone where for multiple dwellings – Not Applicable: The proposed development is not for multiple dwellings.			
If in the Low–medium density residential zone – Not applicable: The proposed development is not located within the Low-Medium Density Residential Zone.			
If in the Low-medium density residential zone where for lots less than 400m ² – Not applicable: The proposed development is not located within the Low-Medium Density Residential Zone.			
If in a zone in the residential zones category and the High ecological significance sub-category of the Biodiversity areas overlay			
<p>PO20 Lot layout, siting and size, building footprints and filling and excavation:</p> <p>(a) are consistent with the landscape character intent of the precinct;</p> <p>(b) maximise the preservation of koala habitat values;</p> <p>(c) facilitate safe koala movement;</p> <p>(d) minimise edge effects;</p> <p>(e) provide a koala habitat transition between urban and non-urban areas;</p> <p>(f) are designed and sited to avoid or appropriately mitigate natural hazards in accordance with acceptable standards.</p>	<p>AO20.1 The lot size is not less than 1,500m².</p>	P/S	<p>Performance Solution Lots proposed within the High ecological significance subcategory are consistent with the landscape character of the subject site and surrounding approved developments. The proposed development seeks to retain and maximise the preservation of koala habitat values, safe koala movement, minimised edge effects, provide a koala habitat transition, and is designed to avoid and/or appropriately mitigate natural hazards.</p>
	<p>AO20.2 Each lot contains a development footprint plan that is:</p> <p>(a) a maximum of 600m²;</p> <p>(b) set back from any public road by a minimum distance of 6m, except driveway;</p> <p>(c) regular in shape with a minimum dimension of 15m;</p> <p>(d) located outside a waterway corridor, as shown on the Waterway overlay map;</p> <p>(e) situated no less than 100m from the Moonie oil pipelines;</p> <p>(f) situated no less than 100m from AGL gas pipeline.</p>	P/S	<p>Performance Solution As above.</p>
	<p>AO20.3 A development footprint plan for each proposed lot, is nominated for:</p> <p>(a) the potential dwelling including secondary dwellings;</p> <p>(b) all ancillary buildings and structures, such as pools, tennis courts or other impervious recreation services and outbuildings such as garages;</p> <p>(c) parking areas and accesses/driveways;</p> <p>(d) excavation, filling and retaining walls;</p>	✓	<p>Complies The development footprint plan is nominated for the uses as outlined in AO20.3 of the Lower Oxley Creek south neighbourhood plan.</p>

	(e) where applicable, a home-based business, satellite dish and outdoor lighting.		
	<p>AO20.4</p> <p>Development does not result in clearing koala habitat or clearing koala habitat is limited to the nominated development footprint plan.</p>	✓	<p>Complies</p> <p>The clearing of vegetation is limited to the development footprint plan and bushfire buffer. Please refer to the enclosed submitted Ecological Assessment, Bushfire Management Plan, and Vegetation Restoration and Retention Plan.</p>
	<p>AO20.5</p> <p>Areas outside the nominated development footprint plan are rehabilitated in accordance with a restoration plan. The restoration plan includes recognised koala habitat trees.</p> <p><i>Note—Refer to the Biodiversity areas planning scheme policy for a list of recognised koala habitat trees.</i></p> <p><i>Note—A restoration plan is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles contained in the Biodiversity areas planning scheme policy.</i></p>	✓	<p>Complies</p> <p>As detailed in the enclosed submitted ecological assessment and proposed plan all areas within the HES overlay outside the building envelope, bushfire buffer, and stormwater basin will be rehabilitated.</p>
	<p>AO20.6</p> <p>Filling and excavation does not occur outside the nominated development footprint.</p>	✓	<p>Complies</p> <p>Filling and excavation are not proposed outside the nominated development footprint plan.</p>
	<p>AO20.7</p> <p>Filling and excavation does not occur within the drip line (root zone) of non-juvenile koala habitat trees.</p>	✓	<p>Complies</p> <p>Please refer to the enclosed concept engineering plans.</p>
If in the Neighbourhood centre zone – Not Applicable: The proposal is not located within the Neighbourhood centre zone.			
Community space in the Pallara neighbourhood centre located on the corner of Ritchie Road and Laxton Street – Not Applicable: The proposal is not located on the corner of Ritchie Road and Laxton Street.			
If in the Paradise Road precinct (Lower Oxley Creek south neighbourhood plan/NPP-001) – Not Applicable: The proposal is not located within the Paradise Road precinct.			
If in the Environmental management zone – Not Applicable: The subject site is not located within the Environmental Management Zone.			

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

Performance outcomes	Acceptable outcomes	Complies	Comments
Section A – General performance outcomes and acceptable outcomes for reconfiguring a lot			
<p>PO1</p> <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>AO1.1</p> <p>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</i></p>	<p>✓P/S</p>	<p>Complies Performance Solution</p> <p>The average lot size for the proposed development is greater than 400m², all lots achieve a minimum dimension of 6m x 15m, and a minimum frontage of 10m. Refer to the enclosed plan of reconfiguration. The development proposes lots that satisfy the provisions of Table 9.4.10.3.B except as follows:</p> <ul style="list-style-type: none"> Lots 1 and 12 (460m² and 483m², respectively) have a narrow frontage relative to their depths that cannot accommodate the 14m x 20m minimum rectangle dimension for a standard lot. Despite this, these lots have sufficient dimensions to accommodate a rectangular area that exceeds 280m², being the area of 14m x 20m and unencumbered by a temporary turnaround and bushfire buffer in the case of Lot 12. 9 of the proposed 26 residential lots are less than the 400m² minimum specified for small lots in the Low Density Residential zone. <p>The development proposes lots that enable their future development to achieve the relevant outcomes and standards in the Planning Scheme, including the Dwelling House Code and Dwelling House (Small Lot) Code for dwellings on standard and small lots, respectively. The arrangement of lots is consistent with and commensurate with what is anticipated in the site's zoning, neighbourhood plan area and addresses constraints posed by overlays. All lots are designed to accommodate a rectangular area that can be fully utilised to accommodate a Dwelling House. The proposed lots complement and reflect the observed character in the area, and they address development constraints, including bushfire risk and ecological constraints.</p>
		<p>AO1.2</p> <p>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</p>	<p>✓</p>

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<p>subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994.</p> <p><i>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</i></p> <p><i>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.</i></p>		
	<p>AO1.3</p> <p>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <ol style="list-style-type: none"> a. across a proposed lot boundary; or b. within a setback required by the planning scheme. <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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:</i></p>	<p>✓</p>	<p>Complies</p> <p>No building or structures are proposed.</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<ul style="list-style-type: none"> ▪ <i>physical inspection is undertaken at the framing stage of construction;</i> ▪ <i>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</i> ▪ <i>other evidence received and agreed by the Council.</i> 		
<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><i>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.</i></p> <p><i>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.</i></p>	✓	<p>Complies Where required, cut and/or fill will comply with AO2.1.</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>Complies Where lots have an area less than 450m², they comply with the slope criteria in AO2.2.</p>
	<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.</p> <p><i>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.</i></p>	✓	<p>Complies The proposed lots comply with the dimensions specified in Table 9.4.10.3.B.</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

	<p><i>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</i></p>		
	<p>AO2.4 Development does not involve the creation of canals or artificial waterways.</p>	✓	<p>Complies The proposed 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> <ul 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 premise; g. to preserve the amenity and function of the public realm in accommodating: <ul 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> <ul 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><i>Editor's note—See Section B for additional requirements where new road is proposed.</i></p>	✓	<p>Complies Roads, pavement, and concrete kerb and channel will be provided in accordance with AO3.1.</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>Complies Access to each lot is provided in compliance with the standards in the TAPS code.</p>
	<p>AO3.3 Development provides each lot with access to a public road other than a major road, that is:</p> <ul style="list-style-type: none"> a. direct; or b. via a formal access arrangement that is: <ul 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 policy; c. the width specified: <ul style="list-style-type: none"> i. in the Transport, access, parking and servicing planning scheme policy where an access way to a 	✓	<p>Complies No lot is given access to a major road. Access to lots are in compliance with AO3.3.</p>

- ✓ Complies
- N/A Not Applicable
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SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<p>rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</p> <p>ii. in Table 9.4.10.3.B where in any other zone;</p> <p>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</p>		
	<p>AO3.4</p> <p>Development provides safe sight distances at the following locations:</p> <p>a. an access point along the frontage of each lot;</p> <p>b. a junction and an intersection, including corner truncation;</p> <p>c. a pedestrian or cyclist crossing.</p>	✓	<p>Complies</p> <p>Where relevant to the proposed development, safe sight distances are provided in accordance with AO3.4.</p>
	<p>AO3.5</p> <p>Development provides grades within a lot that:</p> <p>a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy;</p> <p>b. do not require cut and fill in excess of 1m in height.</p>	✓	<p>Complies</p> <p>Where lots grade, they grade in accordance with AO3.5.</p>
<p>PO4</p> <p>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p> <p><i>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.</i></p>	<p>AO4.1</p> <p>Development provides land and works for infrastructure and services in compliance with the:</p> <p>a. Local government infrastructure plan;</p> <p>b. standards in the Infrastructure design planning scheme policy;</p> <p>c. Refuse planning scheme policy;</p> <p>d. Transport, access, parking and servicing planning scheme policy;</p> <p>e. Long term infrastructure plan;</p> <p>f. codes and planning scheme policies that apply to the site.</p>	✓	<p>Complies</p> <p>Where required, land is provided for works for infrastructure and services in compliance with AO4.1.</p>
	<p>AO4.2</p> <p>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>Complies</p> <p>The stormwater system is provided in compliance with AO4.2. Please refer to the enclosed SBSMP.</p>
	<p>AO4.3</p>	✓	<p>Complies</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<p>Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <ul 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>Corner truncations will be provided in accordance with AO4.3.</p>
<p>PO5</p> <p>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</p> <p>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> <ul 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><i>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:</i></p> <ul style="list-style-type: none"> ▪ contaminated land; ▪ transport noise corridors on State-controlled roads and the rail network. <p><i>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.</i></p>	<p>✓</p>	<p>Complies</p> <p>The proposed lot density, location, arrangement and dimensions address the potential impacts on the normal occupation of the lot for its intended residential use.</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</p> <p>Development ensures that any rearrangement of a lot boundary:</p> <ul style="list-style-type: none"> a. does not create additional lots; 	<p>AO6</p> <p>No acceptable outcome is prescribed.</p>	<p>N/A</p>	<p>Not Applicable</p> <p>The proposed development is not for a rearrangement.</p>

- ✓ Complies
- N/A Not Applicable
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SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<p>b. wholly contains infrastructure and services within the lot they serve;</p> <p>c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the:</p> <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>PO7</p> <p>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</p> <p>No acceptable outcome is prescribed.</p>	<p>N/A</p>	<p>Not Applicable</p> <p>The proposed development is not for a volumetric subdivision.</p>
<p>PO8</p> <p>Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p> <ul style="list-style-type: none"> a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality. 	<p>AO8.1</p> <p>Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.</p>	<p>✓</p>	<p>Complies</p> <p>Where appropriate, boundaries between constraints over the land have been included in the proposed layout.</p>
	<p>AO8.2</p> <p>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>✓</p>	<p>Complies</p> <p>Where relevant, separation buffers are included within the proposed development to address any adverse amenity, health, and safety impacts. Please refer to the enclosed submitted professional reports for further details.</p>
	<p>AO8.3</p> <p>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>N/A</p>	<p>Not Applicable</p> <p>The site is only in the Low Density Residential zone.</p>
<p>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</p> <ul style="list-style-type: none"> a. 10 or more lots; or b. road reserve or new road; or 			

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

c. cycle or pedestrian routes.			
<p>PO9</p> <p>Development ensures that the transport network and all its component elements is designed to:</p> <ol style="list-style-type: none"> a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. <p><i>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.</i></p> <p><i>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.</i></p>	<p>AO9</p> <p>Development provides a transport network that:</p> <ol style="list-style-type: none"> a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: <ol style="list-style-type: none"> i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the {Link, 10350, Refuse planning scheme policy and the Infrastructure design planning scheme policy. <p><i>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.</i></p> <p><i>Note—This outcome can be demonstrated through an application that:</i></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 	<p>✓</p>	<p>Complies</p> <p>The proposed development provides a transport network in compliance with AO9. Please refer to the Traffic Impact Assessment for further details.</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<p><i>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.</i></p>		
<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 predominately along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. <p><i>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.</i></p> <p><i>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</i></p>	<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><i>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.</i></p>	✓	<p>Complies The proposed pedestrian and bicycle network connects to the broader existing and proposed network in compliance with AO10.1.</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:</p> <ul style="list-style-type: none"> 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; 	<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>Complies The proposed road reserve and carriageway is designed in compliance with the road hierarchy classification within the Infrastructure design planning scheme policy.</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<ul style="list-style-type: none"> d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services. 			
<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>Complies The proposed road network 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>	N/A	<p>Not Applicable No new park is proposed, neither does the development adjoin a 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>Complies The proposed development continues the existing road network. Access to the proposed development will be via the new roads constructed.</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 layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; 	✓	<p>Complies No new no-through roads are proposed unless no alternative is available.</p>

✓ Complies
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SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<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><i>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.</i></p>		
<p>PO14</p> <p>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; iv. utilities and other infrastructure. 	<p>AO14</p> <p>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>Complies</p> <p>On-street parking is in compliance with the Infrastructure design planning scheme policy and TAPS PSP.</p>
<p>PO15</p> <p>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</p> <p>Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	✓	<p>Complies</p> <p>Where relevant, intersections are proposed in compliance in the Infrastructure design planning scheme policy.</p>
<p>PO16</p>	<p>AO16</p>	N/A	<p>Not Applicable</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<p>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>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>Given the nature of the proposed development, no bus infrastructure is proposed. Notwithstanding, the proposed development does not prejudice any potential future transport routes along the link road.</p>
<p>PO17 Development provides a transport network that is:</p> <ol 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.</p> <p><i>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.</i></p>	<p>N/A</p>	<p>Not Applicable It is not anticipated the proposal will be used by more than 1,000 vehicles per day.</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> <ol 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><i>Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.</i></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 	<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>✓</p>	<p>Complies The proposed reconfiguration of a lot has been designed and sited in compliance with the criteria in AO18.1. Please refer to the enclosed submitted Structure Plan for your reference.</p>

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<p>consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</p> <p>d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;</p> <p>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;</p> <p>f. centrally located parks;</p> <p>g. sites are provided for community activities, services and facilities and utilities;</p> <p>h. integrated development with compatible surrounding development approvals and established residential areas;</p> <p>i. the outcomes of neighbourhood plans are delivered;</p> <p>ii. 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><i>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.</i></p> <p><i>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.</i></p>	<p><i>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.</i></p>		
	<p>AO18.2</p> <p>Development likely to generate significant pedestrian movements provides a layout with a:</p> <p>a. maximum street block length of 220m;</p> <p>b. maximum street block depth of 80m;</p> <p>c. mid-block pedestrian pathway:</p> <p>i. every 150m of street block length or part thereof where a street block length exceeds 200m;</p> <p>ii. providing a minimum 5m wide direct line of sight between the link ends.</p>	✓	<p>Complies</p> <p>It is unlikely the proposed development will generate significant pedestrian movements; however, the proposal complies with AO18.2.</p>
<p>PO19</p> <p>Development ensures that the layout retains and responds to:</p> <p>a. physical features such as topography, natural drainage systems and significant vegetation;</p> <p>b. existing heritage or character buildings;</p> <p>c. adjoining existing uses and the transport and public park networks.</p>	<p>AO19.1</p> <p>Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.</p> <p><i>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</i></p>	✓	<p>Complies</p> <p>Where appropriate, the development retains and incorporates significant vegetation within park, the road reserve, waterways or corridors, common property or private open space.</p>
	<p>AO19.2</p> <p>Development integrates heritage or character buildings with community facilities or shared facilities.</p>	N/A	<p>Not Applicable</p> <p>No heritage or character buildings are currently onsite.</p>
<p>PO20</p>	<p>AO20</p>	✓	<p>Complies</p>

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<p>Development provides a layout that supports pedestrian access to public transport services by locating:</p> <ol style="list-style-type: none"> a high proportion of dwellings close to public transport stops; higher density residential development close to transport stops; non-residential or high trip-generating uses immediately proximate to transport stops. 	<p>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>It is anticipated the proposed lots are located within 400m of a future public transport route.</p>
<p>PO21</p> <p>Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p>AO21.1</p> <p>Development provides lots that are generally designed and positioned to locate:</p> <ol style="list-style-type: none"> small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor. 	✓	<p>Complies</p> <p>Where it can be achieved, lots are generally designed and positioned to comply with AO21.1.</p>
	<p>AO21.2</p> <p>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>Complies</p> <p>Where required, building envelope plans on small lots comply with AO21.2.</p>
<p>PO22</p> <p>Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:</p> <ol style="list-style-type: none"> meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; is consistent with the surrounding lot character; or provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. <p><i>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</i></p>	<p>AO22.1</p> <p>Development provides a range of lot sizes that comply with:</p> <ol style="list-style-type: none"> the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. <p><i>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</i></p>	✓	<p>Complies</p> <p>The development provides a range of lot sizes and shapes to comply with the requirements in AO22.1 and the Lower Oxley Creek South Neighbourhood plan. Please refer to the Planning report for further details. The proposed development provides for a mix of lot sizes and types that can satisfy the housing choice outcomes for the Low Density Residential Zone in that the proposed lots will facilitate a wide variety of Dwelling House types that can suit different household types. The proposed lot mix adheres to nearby applications in Pallara in the Low Density Residential Zone (A006952466 and A006935362) where the proportion of sub-400m² lots was not raised as an issue at the Information Request stage. Accordingly, the proposed lot mix accords with the intended urban residential character of the area.</p>

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<p>intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open 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 Land Title Act 1994 and Land Act 1994.</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>✓</p>	<p>PO Complies</p> <p>The proposed development provides for a range of lot sizes which are consistent with the intent of the zone and the establishing suburb. Please refer to the development footprint plan for further details. Whilst there are more than 6 contiguous small lots proposed in a row, concerns of a monotonous appearance associated with identical lot frontages will be alleviated at the Building Work stage where the Applicant will utilise a wide variety of single and double storey house designs that can be accommodated on all proposed lots.</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; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; 	<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 pedestrian access point of, or is integrated with, a public transport stop or station; 	<p>N/A</p>	<p>Not Applicable</p> <p>No non-residential lots are proposed.</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

<p>e. development interfaces and land use transitions to residential uses.</p>	<p>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. <i>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.</i></p>	<p>N/A</p>	<p>Not Applicable No multiple dwellings are proposed.</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>✓P/S</p>	<p>Complies Performance Solution Where lots are proposed with an area of less than 350m², they have been done so in accordance with AO24.4The lots less than 350m² are sited in accordance with AO24.2 except for AO24.2(b) as a row of more than 6 lots less than 350m² are proposed. Despite this, the development provides a variety of lot frontage types that enable the delivery of a variety of housing types and streetscape treatments, including street trees. The lot frontages enable the provision of sufficient on-street parking outside of individual driveways. It is noted that many of the sub-350m² lots are in the middle of a street block.</p>
	<p>AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p>✓</p>	<p>Complies The proposed development provides larger lots in accordance with AO24.3.</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 potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.</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>✓</p>	<p>Complies Lot dimensions are proposed in accordance with Table 9.4.10.3.B.</p>
	<p>AO25.2</p>	<p>✓</p>	<p>Complies</p>

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

	Development with lots less than 600m ² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.		Where appropriate lots have been oriented in accordance with Figure a.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	N/A	Not Applicable No land for park is proposed.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: - Not Applicable. The proposed development complies with Table 9.4.10.3.B.			
a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.			
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	AO27.1 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	✓	Complies Proposed lot dimensions are proposed in accordance with the Dwelling House (Small Lot) Code.
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m ² principle private open space with a minimum dimension of 4m.	✓	Complies Each lot can accommodate a minimum 16m ² area of private open space with a minimum dimension of 4m.

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions



	<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 Land Title Act 1994 and Land Act 1994.</p> <p>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</p> <p>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.</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 Land Title Act 1994 and Land Act 1994.</p>	✓	<p>Complies</p> <p>No more than 6 Dwelling Houses in a row are proposing co-located built to boundary walls.</p>
	<p>AO27.4</p> <p>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> <ul 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 Land Title Act 1994 and Land Act 1994.</p>	N/A	<p>Not Applicable</p> <p>The development does not propose lots with frontages less than 10m.</p>
<p>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 – Not Applicable. The proposed development is not located within the aforementioned zones.</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 – Not Applicable. The proposed development is not located within the aforementioned zones.</p>			

- ✓ Complies
- N/A Not Applicable
- P/S Performance Solution

SUBDIVISION CODE

Performance Criteria and Acceptable Solutions

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.

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 – Not Applicable. The proposed development is not located within the aforementioned zones.

Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots – Not Applicable. The proposed development seeks create freehold lots only.

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

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

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.