

BCC DS

RECEIVED

19/05/2026

APPLICATION REF

A007026388

DOYEN
TOWN PLANNING CONSULTANTS

Appendix A:
Code Table Assessment

Table of Contents

COMMUNITY PURPOSES NETWORK OVERLAY CODE.....	4
IF ON A SITE IN THE EXISTING TRUNK PARK SUB-CATEGORY, EXISTING NON-TRUNK PARK SUB CATEGORY, LGIP PLANNED PARK ACQUISITION SPECIFIC LOCATION SUB-CATEGORY, LGIP PLANNED PARK UPGRADE SPECIFIC LOCATION SUB-CATEGORY, LGIP PLANNED PARK EMBELLISHMENT SPECIFIC LOCATION SUB-CATEGORY, LGIP PLANNED CORRIDOR PARK SPECIFIC LOCATION SUB-CATEGORY, LONG TERM PARK SPECIFIC LOCATION SUB-CATEGORY OR LONG TERM CORRIDOR PARK SPECIFIC LOCATION SUB-CATEGORY	4
IF ON A SITE IN THE EXISTING COMMUNITY FACILITIES AND LAND FOR COMMUNITY FACILITIES SUB-CATEGORY, LGIP PLANNED LAND FOR COMMUNITY FACILITIES SPECIFIC LOCATION SUB-CATEGORY OR LONG TERM LAND FOR COMMUNITY FACILITIES SPECIFIC LOCATION SUB-CATEGORY	7
ROAD HIERARCHY OVERLAY CODE.....	11
SECTION A—IF FOR ACCEPTED DEVELOPMENT SUBJECT TO COMPLIANCE WITH IDENTIFIED REQUIREMENTS (ACCEPTABLE OUTCOMES ONLY) OR ASSESSABLE DEVELOPMENT FOR A MATERIAL CHANGE OF USE	11
SECTION B—IF FOR ASSESSABLE DEVELOPMENT FOR A MATERIAL CHANGE OF USE	12
SECTION C—IF FOR ASSESSABLE DEVELOPMENT FOR A MATERIAL CHANGE OF USE OR RECONFIGURING OF A LOT	13
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	14
SECTION D—IF RECONFIGURING A LOT OR INVOLVING AN EXTENSION OR CHANGE TO THE ROAD HIERARCHY	15
STREETScape HIERARCHY OVERLAY CODE.....	18
SECTION A—IF FOR ACCEPTED DEVELOPMENT SUBJECT TO COMPLIANCE WITH IDENTIFIED REQUIREMENTS (ACCEPTABLE OUTCOMES ONLY) OR ASSESSABLE DEVELOPMENT	18
SECTION B—IF FOR ASSESSABLE DEVELOPMENT	19
IF IN OR ON A SITE ADJOINING THE WILDLIFE MOVEMENT SOLUTION SUB-CATEGORY.....	20
HERITAGE OVERLAY CODE	21
WEST END-WOOLLOONGABBA DISTRICT NEIGHBOURHOOD PLAN CODE	33
CHARACTER RESIDENTIAL ZONE CODE	38
DWELLING HOUSE CODE – 1 GERTRUDE STREET, HIGHGATE HILL.....	43
IF FOR A SITE WITH AN APPROVED BUILDING ENVELOPE PLAN OR DEVELOPMENT FOOTPRINT PLAN	46
IF IN THE ENVIRONMENTAL MANAGEMENT ZONE, RURAL ZONE, RURAL RESIDENTIAL ZONE OR IN A VERY-LOW DENSITY RESIDENTIAL AREA IDENTIFIED IN A NEIGHBOURHOOD PLAN.....	46
SUBDIVISION CODE	47
SECTION A – GENERAL PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES FOR RECONFIGURING A LOT.....	47
ADDITIONAL PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES FOR RECONFIGURING A LOT INVOLVING:	56
A. REARRANGING THE BOUNDARIES OF A LOT; OR	56

B.	VOLUMETRIC FORMAT PLAN SUBDIVISION; OR	56
C.	A SITE IN 2 OR MORE ZONES, ZONE PRECINCTS, NEIGHBOURHOOD PLAN PRECINCTS OR OVERLAY SUB-CATEGORIES.	56
	SECTION B—TRANSPORT, TRAFFIC AND MOVEMENT OUTCOMES FOR RECONFIGURING A LOT INVOLVING:	58
A.	10 OR MORE LOTS; OR	58
B.	ROAD RESERVE OR NEW ROAD; OR	58
C.	CYCLE OR PEDESTRIAN ROUTES.	58
	SECTION C—SPECIFIC PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES APPLICABLE TO DEVELOPMENT	66
	SECTION C1—DEVELOPMENT FOR RECONFIGURING A LOT INVOLVING ANY OF THE FOLLOWING:	66
A.	A SITE THAT IS MORE THAN 1HA IN THE EMERGING COMMUNITY ZONE; OR	66
B.	THE NUMBER OF POTENTIAL DWELLINGS IS 20 OR MORE IN THE EMERGING COMMUNITY ZONE; OR	66
C.	A SITE THAT IS MORE THAN 7,000M ² IN THE LOW DENSITY RESIDENTIAL ZONE; OR	66
D.	THE NUMBER OF LOTS IS 20 OR MORE; OR.....	66
E.	THE OPENING OF A NEW ROAD, CREATION OF A PARK, THE CREATION OF A BICYCLE AND PEDESTRIAN NETWORK ELEMENT; OR.....	66
F.	THE CREATION OF MORE THAN 50% OF THE LOTS WITH AN AREA LESS THAN 350M ² WHERE NOT ASSOCIATED WITH A MATERIAL CHANGE OF USE OR IN ACCORDANCE WITH AN APPROVED BUILDING.	66
	SECTION C2—DETAILED PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES FOR A SMALL LOT:	73
A.	NOT COMPLYING WITH THE DIMENSIONS IN TABLE 9.4.10.3.B; OR	73
B.	WITH A FRONTAGE WIDTH OF LESS THAN 10M.	73
	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	76
	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	77
	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	77
	SECTION D—ADDITIONAL PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES IF RECONFIGURING A LOT OTHER THAN INVOLVING THE CREATION OF FREEHOLD LOTS	79
	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.....	79
	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	80
	FILLING AND EXCAVATION CODE	82
	INFRASTRUCTURE DESIGN CODE	88
	IF FOR DEVELOPMENT WITH A GROSS FLOOR AREA GREATER THAN 1,000M ²	97
	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	99
	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	100

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.....	100
LANDSCAPE WORK CODE.....	101
OUTDOOR LIGHTING CODE.....	107
STORMWATER CODE	108
SECTION A—IF FOR A MATERIAL CHANGE OF USE, RECONFIGURING A LOT, OPERATIONAL WORK OR BUILDING WORK	108
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.	108
SECTION B—ADDITIONAL PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES WHICH APPLY TO HIGH-RISK DEVELOPMENT, BEING ONE OR MORE OF THE FOLLOWING:	114
A. A MATERIAL CHANGE OF USE FOR AN URBAN PURPOSE WHICH INVOLVES GREATER THAN 2,500M ² OF LAND THAT:	114
I. WILL RESULT IN AN IMPERVIOUS AREA GREATER THAN 25% OF THE NET DEVELOPABLE AREA; OR.....	114
II. WILL RESULT IN 6 OR MORE DWELLINGS.	114
B. RECONFIGURING A LOT FOR AN URBAN PURPOSE THAT INVOLVES GREATER THAN 2,500M ² OF LAND AND WILL RESULT IN 6 OR MORE LOTS;.....	114
C. OPERATIONAL WORK FOR AN URBAN PURPOSE WHICH INVOLVES DISTURBING GREATER THAN 2,500M ² OF LAND.	114
SECTION C—ADDITIONAL PERFORMANCE OUTCOMES AND ACCEPTABLE OUTCOMES FOR ASSESSABLE DEVELOPMENT FOR A MATERIAL CHANGE OF USE OR RECONFIGURING A LOT.....	115
TRANSPORT, ACCESS, PARKING AND SERVICING CODE	118
IF FOR DEVELOPMENT WHICH IS REQUIRED TO BE SERVICED BY A B-DOUBLE (AUSTROAD CLASS 10 VEHICLE), MULTI-COMBINATION VEHICLE, OVER-DIMENSIONED VEHICLE OR ANY OTHER VEHICLE IDENTIFIED BY THE QUEENSLAND GOVERNMENT AS REQUIRING A PERMIT TO OPERATE ON THE ROAD (FREIGHT-DEPENDENT DEVELOPMENT)	128
WASTEWATER CODE	129
QDC MP 1.2 – 1 GERTRUDE STREET, HIGHGATE HILL	132
ELEMENT 1 – DESIGN AND SITING OF BUILDINGS AND STRUCTURES	132
ELEMENT 2 – SPACE FOR ON-SITE CAR PARKING	139

Community Purposes Network Overlay Code

Performance Outcomes	Accepted Outcomes	Response
<p>If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category</p>		
<p>PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> a. to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale; b. to maximise recreational, visual, cultural and biodiversity values; c. of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; d. to meet the requirements of intended users; e. to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. 	<p>AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The site is not located within a sub-category identified above.</p>

PO2

Development provides for the payment of additional trunk infrastructure costs for the following:

- a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;
- b. for development completely inside the priority infrastructure area in the Local government infrastructure plan:
 - i. trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan;
 - ii. long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;
 - iii. other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.

Editor's note—The payment of additional trunk infrastructure costs under the Act 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.

AO2

No acceptable outcome is prescribed.

Not Applicable

The site is not located within a sub-category identified above.

	<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>PO3</p>	<p>Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> a. the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; b. the existing and planned infrastructure for the parks network in the Local government infrastructure plan; <ol style="list-style-type: none"> i. the provision of long term, existing and planned infrastructure for the parks network which: ii. is required to service the development or existing and future urban development in the planning scheme area; or iii. 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>AO3</p>	<p>Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <ol style="list-style-type: none"> a. for long term infrastructure for the parks network, the Long term infrastructure plans; b. for existing and planned infrastructure for the parks network, the Local government infrastructure plan; c. the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>The site is not located within a sub-category identified above.</p>

If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category

<p>PO4</p>	<p>Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site:</p> <ol style="list-style-type: none"> a. to serve the physical, social and cultural needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale; b. to maximise recreational, social and cultural values; c. of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; d. to meet the requirements of the intended users; e. to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network. 	<p>AO4</p>	<p>Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</p>	<p>Not Applicable</p> <p>The site is not located within a relevant land for community facilities network sub-category.</p>
------------	---	------------	--	---

PO5

Development provides for the payment of additional trunk infrastructure costs for the following:

- a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;
- b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:
 - i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;
 - ii. long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development;
 - iii. other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development.

Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government

AO5

No acceptable outcome is prescribed.

Not Applicable

The site is not located within a relevant land for community facilities network sub-category.

	<p>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>			
PO6	<p>Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> a. the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; b. the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the land for community facilities network which: <ul style="list-style-type: none"> i. is required to service the development or existing and future urban development in the planning scheme areas; or ii. is in the interests of rational development or the efficient and orderly planning of the general 	AO6	<p>Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> a. for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; b. for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; c. the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy. 	<p>Not Applicable</p> <p>The site is not located within a relevant land for community facilities network sub-category.</p>

area in which the site is situated.

Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.

Road Hierarchy Overlay Code

Purpose and Overall Outcomes	Response
<ol style="list-style-type: none"> 1. The purpose of the Road hierarchy overlay code is to: <ol style="list-style-type: none"> a. Implement the policy direction in the Strategic framework, in particular: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. 	<p>Complies</p> <p>The development maintains the safe and efficient operation of the road network.</p> <p>The development does not change the function of the existing road network, nor are any new roads proposed.</p> <p>The development does not result in additional traffic generation, which remains consistent with the road hierarchy classification and the current traffic flows for the area.</p>

Performance Outcomes	Accepted Outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: <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: 	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. 	<p>Not Applicable</p> <p>The application does not include a material change of use.</p>

	<ul style="list-style-type: none"> i. the road hierarchy shown on the Road hierarchy overlay map; 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>	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>Not Applicable</p> <p>The application does not include a material change of use.</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>Not Applicable</p> <p>The application does not include a material change of use.</p>
		AO1.4	Development ensures that a turn to and from a major road is restricted to a left turn only.	<p>Not Applicable</p> <p>The application does not include a material change of use.</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>Not Applicable</p> <p>The application does not include a material change of use.</p>
Section B—If for assessable development for a material change of use				
PO2	Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1	Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	<p>Not Applicable</p> <p>The application does not include a material change of use.</p>
		AO2.2	<p>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 	<p>Not Applicable</p> <p>The application does not include a material change of use.</p>

			<p>c. involves an access driveway within 100m of a signalised intersection.</p> <p>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.</p>	
Section C—If for assessable development for a material change of use or reconfiguring of a lot				
PO3	Development makes provision for the extension, expansion and widening of the existing and future road network where required.		No acceptable outcome is prescribed.	<p>Not Applicable</p> <p>No changes are proposed to the existing road network.</p>
PO3A	<p>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; 		No acceptable outcome is prescribed.	<p>Complies</p> <p>Infrastructure changes will be paid in accordance with the Charges Resolution.</p>

<p>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> <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>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>			
<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> <ul 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: 	<p>AO4</p>	<p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul 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>Not Applicable</p> <p>The site is not located in or adjacent a District, Suburban, or Arterial road sub-category.</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>			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy				
PO5	<p>Development ensures that a new road connection provides:</p> <ul 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. 	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>Complies</p> <p>Development provides access to the road network in a manner that preserves the function of the road hierarchy.</p>
PO6	<p>Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> a. provides internal connectivity and connects to the external road network; 	AO6.1	Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>The proposal does not include a new or upgraded road.</p>

<ul style="list-style-type: none"> b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network. 	AO6.2	<p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>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>Complies</p> <p>The proposal does not impact the function of the road hierarchy, maintaining safe and efficient access to the road network.</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	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>Complies</p> <p>Access to the site is not possible via a major road.</p>

	capacity of the major road network and preserves the function of the road hierarchy.			
PO8	Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8	Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>The proposal does not include the creation of an intersection.</p>

Streetscape Hierarchy Overlay Code

Purpose and Overall Outcomes	Response
<ol style="list-style-type: none"> 1. The purpose of the Streetscape hierarchy overlay code is to: <ol style="list-style-type: none"> a. Implement the policy direction in the Strategic framework, in particular: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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. 	<p>Complies</p> <p>The development ensures all Council street trees are retained and protected.</p> <p>No new street trees, street furniture, paving, lighting, and kerb treatments are proposed.</p> <p>No changes are proposed to the existing Council verge.</p> <p>The development maintains safe and convenient access for pedestrians and cyclists.</p> <p>The subject site does not contain an existing wildlife corridor that is impacted by the development.</p>

Performance Outcomes		Accepted Outcomes		Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development				
PO1	Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1	Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>No changes are proposed to the existing verge widths.</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.	AO2.1	Development ensures that existing street trees are retained and protected.	Complies Existing street trees are retained and protected.
		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.	Not Applicable The works identified in AO2.2 are not proposed.
Section B—If for assessable development				
PO3	Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1	Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
		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.	Not Applicable Not proposed.
		AO3.3	Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan	Not Applicable Not proposed.

			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				
PO4	Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4	<p>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>Not Applicable</p> <p>The site does not adjoin the Wildlife movement solution sub-category.</p>

Heritage Overlay Code

Performance Outcomes		Accepted Outcomes		Response
Section A—If in the Local heritage place sub-category				
PO1	<p>Development provides for the future protection of the heritage place and does not damage or diminish its cultural heritage significance.</p> <p>Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with The Australia ICOMOS Burra Charter.</p>	AO1	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development proposes to renovate and extend the existing Dwelling house located at 1 Gertrude Street, Highgate Hill, which is identified as a Local heritage place.</p> <p>The existing dwelling house was constructed circa 1887 and is an example of the typical timber house that characterised Highgate Hill at the time.</p> <p>The proposed building works are predominantly limited to extensions on the lower floor level, with a new rumpus, bedroom, ensuite, laundry and patio proposed, as well as a new internal set of stairs that provides access to the ground floor above.</p> <p>Minor internal modifications are also proposed on the ground and upper floor levels, as well as a new detached garage that is positioned to the west of the existing dwelling house.</p> <p>The development does not propose to remove any original features of the building facades. In doing so, the development ensures the cultural significance of the Local heritage place remains unimpacted by the development.</p>

<p>PO2</p>	<p>Development is based on and takes account of all aspects of the cultural significance of the heritage place.</p> <p>Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter—Cultural Significance.</p>	<p>AO2</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed development respects the cultural significance of the Local heritage place, retaining all original features of the Dwelling house including (but not limited to) front and side verandahs, gable roof form, brickwork chimney, and attic windows that face the street.</p>
<p>PO3</p>	<p>Development protects the fabric and setting of the heritage place while providing for its use, interpretation and management.</p> <p>Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal has been prepared in accordance with the Guidelines to the Burra Charter—Conservation Policy.</p>	<p>AO3</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>The proposed development respects the cultural significance of the Local heritage place, providing a sympathetic extension that protects the original fabric of the original Dwelling house.</p> <p>The development does not impact the setting of the heritage place – the Dwelling house remains on a 660m² allotment in its original position.</p> <p>The development provides for the continued use of the Local heritage place as a Dwelling house and will continue to be managed as such.</p>
<p>PO4</p>	<p>Development is based on the issues relevant to the conservation of the heritage place.</p> <p>Note—Where necessary, a heritage impact assessment report is prepared verifying the proposal is in accordance with the Guidelines to the Burra Charter—Procedures for Undertaking Studies and Reports.</p>	<p>AO4</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p> <p>Through the current development application and previous works approved under the Heritage Exemption Certificate (issued by Brisbane City Council on 5 April 2023), the development seeks to conserve the Local heritage place.</p>

PO5	<p>Development does not impair any culturally significant attributes of the heritage place identified by the Aboriginal people for whom the heritage place is significant.</p> <p>Note—Heritage places with Aboriginal cultural values are assessed by a suitably qualified person and as detailed in the Heritage planning scheme policy.</p>	AO5	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The heritage place is not believed to be a place of cultural significance for Aboriginal people.</p>
Additional performance outcomes and acceptable outcomes if in the Latrobe and Given Terraces neighbourhood plan area				
PO6	<p>Development ensures that:</p> <ul style="list-style-type: none"> a. low-set houses remain of a low-set appearance; b. if raising a building, the height increase does not alter the overall effect of the floor area to the street level. 	AO6	Development maintains the height relationship of an existing floor area to the street level.	<p>Not Applicable</p> <p>The site is not located within the Latrobe and Given Terraces neighbourhood plan area.</p>
PO7	Development for a building is designed with appropriate detailing for the period of the building.	AO7.1	<p>Development ensures that a verandah incorporates historically appropriate detailing for the period of the building.</p> <p>Editor's note—A good example is located at 212 Given Terrace.</p>	<p>Not Applicable</p> <p>The site is not located within the Latrobe and Given Terraces neighbourhood plan area.</p>
		AO7.2	Development does not replace suspended awnings typical from the 1920s onwards with post-supported awnings.	<p>Not Applicable</p> <p>The site is not located within the Latrobe and Given Terraces neighbourhood plan area.</p>
PO8	Development involving an alteration or addition to an existing premises conserves the heritage significance and does not obscure or is not	AO8.1	<p>Development involving an alteration or extension is located:</p> <ul style="list-style-type: none"> a. at the rear of the premises; or b. on the street frontage only if set further back than the existing 	<p>Not Applicable</p> <p>The site is not located within the Latrobe and Given Terraces neighbourhood plan area.</p>

	otherwise insensitive to the traditional building fabric.		building line or is separated from the traditional building fabric by a significant recession in the wall and roof planes.	
		AO8.2	Development ensures that traditional construction materials and methods are retained in any existing traditional building fabric and used to reinstate the original components that have been removed and that are proposed to be replaced.	Not Applicable The site is not located within the Latrobe and Given Terraces neighbourhood plan area.
Additional performance outcomes and acceptable outcomes if in the New Farm and Teneriffe Hill neighbourhood plan area				
PO9	Development on the site of a heritage place that is removed or demolished without Council approval is of a scale, bulk and height that maintains the same appearance as that of the removed or demolished heritage place.	AO9.1	Development in the Low-medium density living precinct which involves the removal or demolition of a building identified in the Heritage overlay has a maximum plot ratio of 40% of the site area.	Not Applicable The site is not located within the New Farm and Teneriffe Hill neighbourhood plan area.
		AO9.2	Development in the Medium density living precinct which involves the removal or demolition of a building identified in the Heritage overlay has a building height and gross floor area which is not greater than the building height and gross floor area of the demolished heritage place	Not Applicable The site is not located within the New Farm and Teneriffe Hill neighbourhood plan area.
Additional performance outcomes and acceptable outcomes if in the Woolloongabba centre neighbourhood plan area				
PO10	Development for new premises respects the cultural heritage significance of a heritage place.	AO10	Development maintains all noted external and visible aspects of cultural heritage currently visible from a publicly accessible place.	Not Applicable The site is not located within the Woolloongabba centre neighbourhood plan area.
Additional performance outcomes and acceptable outcomes if in the Albion neighbourhood plan area where in the Station precinct				
PO11	Development conserves the heritage values of the precinct.	AO11	Development retains heritage and character structures which are incorporated into the design of any redevelopment scheme for the station.	Not Applicable The site is not located within the Albion neighbourhood plan area.

Additional performance outcomes and acceptable outcomes if in the Centenary suburbs neighbourhood plan area where in the Sinnamon Farm heritage precinct

PO12	Development retains, restores and adapts for re-use the building and vegetation listed as a heritage place.	AO12	Development conforms to the recommendations of a conservation management plan for the site approved by the Council.	Not Applicable The site is not located within the Centenary suburbs neighbourhood plan area.
PO13	Development has a built form which respects the heritage significance of the building and vegetation, including scale and location.	AO13	Development conforms to the recommendations of a Council-approved and updated conservation management plan of the site.	Not Applicable The site is not located within the Centenary suburbs neighbourhood plan area.
PO14	Development involving a car parking area does not undermine the visual attraction of the heritage place.	AO14	Development involving a car parking area: <ul style="list-style-type: none"> a. is concealed behind the building of a heritage place or is otherwise located so as to not visually dominate the appearance of the heritage place, particularly when viewed from Seventeen Mile Rocks Road; b. does not diminish the quality of spaces between buildings. 	Not Applicable The site is not located within the Centenary suburbs neighbourhood plan area.

Additional performance outcomes and acceptable outcomes if in the Kelvin Grove urban village neighbourhood plan area

PO15	Development has a built form which respects the historic significance of the Upper Parade Ground and related buildings	AO15	Development in the Upper Parade Ground Heritage Area maintains appropriate sightlines in and through the State Heritage Listed Area, including the full length of Upper Parade Ground and to existing heritage buildings.	Not Applicable The site is not located within the Kelvin Grove urban village neighbourhood plan area.
------	--	------	---	---

Section B—If in the Area adjoining heritage sub-category

Note—These provisions only apply to development adjoining a place in the State heritage place sub-category where development does not require referral to SARA (refer to the Regulation).

PO16	Development including landscape and building elements does not impair the views of the heritage place.	AO16	No acceptable outcome is prescribed.	Complies No new landscape of building elements are proposed at 7 Gertrude Street that will impair views of the adjoining heritage place.
------	--	------	--------------------------------------	--

	Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.			
PO17	<p>Development for reconfiguring a lot does not result in a lot that has the potential to accommodate a building or structure that could further impair the visible attributes identified as significant in a heritage citation of the heritage place.</p> <p>Note—Where necessary, a heritage impact assessment report is prepared containing a heritage impact statement that analyses the impact of the proposal.</p>	AO17	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed boundary realignment does not alter the existing lot size of 7 Gertrude Street, limiting further development of the property and potential impacts to the adjoining heritage place (including impacts to significant visual attributes).</p>
Additional performance outcomes and acceptable outcomes if in the Albion neighbourhood plan area where in the Albion village precinct				
PO18	Development must complement and be generally aligned with existing heritage places.	AO18	Development aligns the front setback with the average setback of adjoining heritage places.	<p>Not Applicable</p> <p>The site is not located within the Albion neighbourhood plan area.</p>
Additional performance outcomes and acceptable outcomes if in the West End—Woolloongabba district neighbourhood plan area				
PO19	<p>Development for new premises adjacent to or in the vicinity of a heritage place maintains and enhances the heritage place and its surrounds by:</p> <p>a. using high-quality pre-finished materials;</p>	AO19	Development complements the scale of, views to and building form and materials of a heritage place.	<p>Complies</p> <p>No changes are proposed to the built form of 7 Gertrude Street, which contains an existing dwelling house.</p> <p>Views of the adjoining heritage place at 1 Gertrude Street remain unimpacted by the proposed boundary realignment.</p>

	<ul style="list-style-type: none"> b. setting background or upper levels to preserve view lines to the heritage place; c. ensuring elevation treatments maintain the three-dimensional predominance of the heritage place. 			
Additional performance outcomes and acceptable outcomes if in the Sherwood—Graceville district neighbourhood plan area				
PO20	Development, including a dwelling house, does not diminish the streetscape contribution, setting or views from the street or a public place of an adjoining or affected heritage place.	AO20	No acceptable outcome is prescribed.	Not Applicable The site is not located within the Sherwood—Graceville district neighbourhood plan area.
PO21	Development for new premises complements the existing streetscape and setting of the heritage place and is of a sympathetic scale and bulk.	AO21	No acceptable outcome is prescribed.	Not Applicable The site is not located within the Sherwood—Graceville district neighbourhood plan area.
PO22	Development for a new building which abuts a street elevation of a heritage place: <ul style="list-style-type: none"> a. creates a clear definition or transition between the old and new; b. ensures that projecting elements such as canopies, awnings, sunshades, banners and signage do not substantially interrupt significant views of the heritage place from the street or a public place. 	AO22	No acceptable outcome is prescribed.	Not Applicable The site is not located within the Sherwood—Graceville district neighbourhood plan area.
PO23	Development, including a dwelling house, does not detract from or	AO23	Development is:	Not Applicable

<p>devalue the cultural heritage significance of a heritage place and does not impair or obscure views of the heritage place from the public realm.</p>	<p>a. set back from the street equal to or greater than the heritage place; Note—The appropriate building setback will be determined on a case-by-case basis having regard to views, vistas and context of the heritage place.</p> <p>b. of a lower or equal height to the heritage place;</p> <p>c. complementary to the architectural character of the heritage place;</p> <p>Note—This does not require that a new development should replicate the heritage place in terms of its architectural design or construction materials.</p> <p>d. in keeping with any landscaping elements of the heritage place identified as having cultural heritage significance.</p>	<p>The site is not located within the Sherwood—Graceville district neighbourhood plan area.</p>		
<p>Additional performance outcomes and acceptable outcomes if in the Kangaroo Point south neighbourhood plan area</p>				
<p>PO24</p>	<p>Development provides a transition in building height to a heritage place and does not create an overbearing appearance or significantly impacts on its privacy or amenity.</p>	<p>AO24</p>	<p>Development has a maximum building height:</p> <p>a. if fronting Mark Lane, of 5 storeys within 20m of the street alignment; or</p> <p>b. otherwise, of 3 storeys within 10m of the common property boundary or street alignment.</p> <p>Refer to Figure b in the Kangaroo Point south Neighbourhood Plan Code.</p> <p>Note—Additional overall building height that may be permissible for a significant corner or landmark gateway as identified in the Kangaroo Point south neighbourhood plan, does not allow additional height within the heritage place transition.</p>	<p>Not Applicable</p> <p>The site is not located within the Kangaroo Point south neighbourhood plan area.</p>

Additional performance outcomes and acceptable outcomes if in the Coorparoo and districts neighbourhood plan area

PO25	Development, including a dwelling house, does not diminish the streetscape contribution, views or vistas of a heritage place from the street or public realm.	AO25	No acceptable outcomes is prescribed.	Not Applicable The site is not located within the Coorparoo and districts neighbourhood plan area.
PO26	Development complements the existing setting of a heritage place, is of a sympathetic scale and bulk, and does not create an overbearing appearance.	AO26	No acceptable outcomes is prescribed.	Not Applicable The site is not located within the Coorparoo and districts neighbourhood plan area.

Section C—General performance outcomes and acceptable outcomes for the Heritage overlay

Additional performance outcomes and acceptable outcomes if in the City Centre neighbourhood plan area

PO27	Development provides ongoing protection of significant building fabric and vegetation during and after construction.	AO27	Development involving structural demolition or excavation that may impact upon a heritage place complies with a heritage place construction management plan. Note—The Management plans planning scheme policy provides guidance on the preparation of a heritage place construction management plan.	Not Applicable The site is not located within the City Centre neighbourhood plan area.
PO28	Development for reconfiguring a lot on or adjoining a heritage place does not result in an allotment size, configuration or pattern which would potentially result in the setting or views of a heritage place being adversely affected.	AO28	No acceptable outcome is prescribed.	Not Applicable The site is not located within the City Centre neighbourhood plan area.

Additional performance outcomes and acceptable outcomes if in the Lutwyche Road corridor neighbourhood plan area

PO29	Development on or adjoining a heritage place does not diminish the following:	AO29	No acceptable outcome is prescribed.	Not Applicable The site is not located within the Lutwyche Road corridor neighbourhood plan area.
------	---	------	--------------------------------------	---

- a. heritage value;
- b. streetscape contribution;
- c. setting;
- d. significant views and vistas of the heritage place.

Note—These provisions only apply to development adjoining a place in the State heritage place sub-category where development does not require referral to SARA (refer to the Regulation).

Note—To demonstrate compliance with the performance criteria, a heritage impact assessment report is to be submitted demonstrating to the Council's satisfaction that the development will not detract from or diminish the cultural heritage significance of the heritage place.

Generally the following points are to be considered when proposing a development adjacent to or affecting a heritage place:

- development is of a sympathetic scale and bulk and does not attempt to replicate or mimic the architectural detailing of all or part of the heritage place;
- development creates an appropriate high-quality interface for the heritage place by using building setbacks and



	<p>screening measures such as mature trees;</p> <ul style="list-style-type: none"> • development of a new premises complements the existing streetscape and maintains the views of a heritage place from the street or public places; • where a new building abuts a street elevation of a heritage place, a clear definition or transition between the old and new is created and projecting elements such as canopies, awnings, sunshades, banners and signage, do not substantially interrupt views of a heritage place from the street or a public place 			
PO30	<p>Development involving premises on or adjoining Conon is of a suitable height and scale and is set back from common boundaries to ensure that the development does not overshadow Conon and its gardens.</p> <p>Note—To demonstrate compliance with the performance outcome a heritage impact assessment report is to be submitted demonstrating to the Council's satisfaction that the development will not detract from or</p>	AO30	No acceptable outcome is prescribed.	<p>Not Applicable</p> <p>The site is not located within the Lutwyche Road corridor neighbourhood plan area.</p>

diminish the cultural heritage significance of the heritage place.	
--	--

West End-Woolloongabba District Neighbourhood Plan Code

Performance Outcomes	Accepted Outcomes	Response
General		
<p>PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed so as not to cause a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to not prejudice the development of an adjoining site. <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.</p>	<p>AO1 Development complies with the number of storeys and building height in Table 7.2.23.2.3.B.</p> <p>Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p>	<p>Not Applicable</p> <p>The site is not identified in a precinct identified in Tabel 7.2.23.2.3.B.</p>

	Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.			
PO2	Development minimises visual impacts to view corridors of local significance and enhances opportunities for observation of key vistas and views from identified view points.	AO2.1	Development minimises impacts on views, as shown in Figure c.	Not Applicable The site is not located within an identified view corridor.
		AO2.2	Development enhances opportunities for views and vistas from the view point.	Not Applicable The site is not located within an identified view corridor.
If in the West End estate precinct (West End—Woolloongabba district neighbourhood plan/NPP-001)				
PO3	Development retains the original historic character and pattern of development.	AO3.1	Development retains buildings built in 1946 or before.	Not Applicable Not within precinct.
		AO3.2	Development ensures that buildings built in 1946 or before are sited at the front of the site facing the street frontage.	Not Applicable Not within precinct.
PO4	Development presents as small lots with narrow street frontages.	AO4.1	Development does not straddle existing lot boundaries.	Not Applicable Not within precinct.
		AO4.2	Development results in one dwelling house on each lot.	Not Applicable Not within precinct.
PO5	Development: a. retains the original historic character and pattern of development; b. is consistent with the form, mass, scale and rhythm of other dwelling houses built in	AO5.1	Development has a maximum site cover of 50% of the site area.	Not Applicable Not within precinct.
		AO5.2	Development of a dwelling house is set back from the front alignment within 20% of the average setback of adjoining buildings fronting the same street.	Not Applicable Not within precinct.
		AO5.3	Development, where there are two street frontages, has a primary street frontage that the majority of houses in the street front.	Not Applicable Not within precinct.

	1946 or before in the street and precinct.		The secondary street frontage complies with the rear boundary requirements.	
		AO5.4	Development, if new building work on corner sites, has a minimum setback along the longer frontage of 1.5m.	Not Applicable Not within precinct.
		AO5.5	Development has a minimum rear boundary setback of 6m.	Not Applicable Not within precinct.
		AO5.6	Development on corner sites for new building works has a minimum setback along the longer frontage for new of 1.5m.	Not Applicable Not within precinct.
		AO5.7	Development has no built to boundary walls.	Not Applicable Not within precinct.
PO6	Development provides for building heights and alterations to the front elevation that are sympathetic to adjacent and existing dwelling houses and does not detract from the character streetscape.	AO6.1	Development results in a front elevation that is a maximum of 4.8m above ground for a minimum of 65% of the front elevation.	Not Applicable Not within precinct.
		AO6.2	Development results in any new ground storey having a ceiling height a minimum of 2.4m to the street, as shown in Figure a. Note—Traditional verandah roofing was approximately 2.1m at the edge. Excavating under a dwelling house or a combination of raising and excavating is preferred to achieve compatible scale and height.	Not Applicable Not within precinct.
PO7	Development provides for new ground storey enclosures that are recessed in line with the main building core, as seen from the street.	AO7	Development results in any ground storey being recessed a minimum of 2m from the front building line of the level above. Note—Refer to Figure a.	Not Applicable Not within precinct.
PO8	Development for dwelling houses and new buildings must retain or use	AO8.1	Development has roof forms that are pyramidal with side front gable or reverse gable only.	Not Applicable Not within precinct.

	<p>traditional pitched roof forms and architectural elements that:</p> <ol style="list-style-type: none"> are sympathetic to the existing and adjacent buildings built in 1946 or before in the street; do not detract from the streetscape. 		<p>Note—Mono pitch and skillion roofs to the street are not consistent with the outcomes sought.</p>	
		AO8.2	<p>Development has a minimum roof pitch of 26.5°.</p>	<p>Not Applicable Not within precinct.</p>
PO9	<p>Development for:</p> <ol style="list-style-type: none"> new buildings complement the form, scale and traditional character of dwelling houses built in 1946 or before in the street; new building work is the same form and scale as surrounding character houses and is not pseudo-historic replication. 	AO9	<p>Development is in accordance with Figure b, and the composition of entries and verandahs, car accommodation and roof shape conform to the overall street pattern.</p> <p>Note—Contemporary detailing is restricted to the rear of the dwelling.</p>	<p>Not Applicable Not within precinct.</p>
PO10	<p>Development has a street elevation with a verandah similar to other dwelling houses in the street built in 1946 or before.</p>	AO10.1	<p>Development results in street elevations composed of full-length verandahs or a combination of projecting gabled rooms with verandahs.</p> <p>Note—Verandahs may be enclosed if they retain a lightweight transparent appearance and are capable of being reversed. Refer to Figure b.</p>	<p>Not Applicable Not within precinct.</p>
		AO10.2	<p>Development has external stairs on the front elevation to access the first floor.</p>	<p>Not Applicable Not within precinct.</p>
PO11	<p>Development has fences visible from the street that are low and transparent and complement traditional fencing styles in the precinct.</p>	AO11	<p>Development has a maximum front fence height of 1.2m with timber paling or wire.</p>	<p>Not Applicable Not within precinct.</p>

PO12	Development of new buildings use lightweight materials that are sympathetic to other dwelling houses in the street built in 1946 or before.	AO12	Development of new buildings use lightweight materials that are sympathetic to other dwelling houses in the street built in 1946 or before. Note—Traditional materials are painted timber walls and corrugated metal roof sheeting.	Not Applicable Not within precinct.
PO13	Development has parking that does not dominate the appearance and setting of the dwelling house when viewed from the street.	AO13.1	Development on a site that does not have existing car parking does not require any new on-site car parking.	Not Applicable Not within precinct.
		AO13.2	Development has garages or carports that are not located between the front elevation and the front boundary, and are: a. located a minimum of 2m behind the building line; b. a maximum width of 3m.	Not Applicable Not within precinct.
		AO13.3	Development has other car parking that is single width only and is recessed 2m behind the building line. Note—Refer to Figure a.	Not Applicable Not within precinct.
		AO13.4	Development has a maximum driveway crossover width of 3m.	

Character Residential Zone Code

Purpose and Overall Outcomes	Response
<p>1. The purpose of the character residential zone is to:</p> <ul style="list-style-type: none"> a. ensure the character of a residential area is protected or enhanced; and b. provide for community uses, and small-scale services, facilities and infrastructure, to support local residents. <p><i>Note—Land in the Character residential zone is contained in either the Character zone precinct or the Infill housing zone precinct.</i></p> <p><i>Note—As neighbourhood planning is undertaken by the Council, where it is intended that the Traditional building character overlay should apply to land clusters of well-located land containing housing built in 1946 or before and suited to house-sensitive scaled infill multiple dwellings – in the inner city, surrounding district and neighbourhood centres and along public transport routes – land may be included in the Infill housing zone precinct of the Character residential zone. In most instances this land will already have been included in the Traditional building character overlay and included in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone.</i></p> <p><i>Note—All land within the Character residential zone (with the exception of sites covered by the Heritage overlay) is covered by the Traditional building character overlay.</i></p> <p>2. The purpose of the zone will be achieved through overall outcomes for:</p> <ul style="list-style-type: none"> a. zone role; b. development location and uses; c. development form; d. the following zone precincts: <ul style="list-style-type: none"> i. Character zone precinct; ii. Infill housing zone precinct. <p>3. Zone role overall outcomes are:</p> <ul style="list-style-type: none"> a. Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> 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. <p>4. Development location and uses overall outcomes are:</p> <ul style="list-style-type: none"> a. Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development. 	<p>Complies</p> <p>The development proposes to renovate and extend the existing Dwelling house located at 1 Gertrude Street, Highgate Hill, which is identified as a Local heritage place.</p> <p>The development additionally proposes a 2 into 2 lot reconfiguration, proposing to realign the boundary between lot 16 (1 Gertrude Street) & lot 17 (7 Gertrude Street). The purpose of the boundary realignment is to ensure the existing patio at the rear of lot 17 is contained entirely within the bounds of lot 17 (noting the patio has been partially constructed within lot 16).</p> <p>Compliance with the relevant sections of the Character residential zone code is provided below:</p> <p>The development proposes to retain the pre-1947 dwelling house located on each property (1 Gertrude St & 7 Gertrude St). Each dwelling house remains 2 storeys in height.</p>

- b. Development in the Character zone precinct provides for low density suburban and inner-city living through:
 - i. 1 or 2 storey dwelling houses to predominate over other types of development;
 - ii. a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.
- c. Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which:
 - i. comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code;
 - ii. are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots;
 - iii. provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.
- d. Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.
- e. Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.
- f. Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.
- g. Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to:
 - i. have a gross floor area of less than 250m²;
 - ii. serve local residents' day-to-day needs;
 - iii. not undermine the viability of a nearby centre.
- h. Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.
- i. Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.
- j. Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.
- k. Development for rooming accommodation accommodates 5 persons or less.

The proposed development on 1 Gertrude St is sensitively integrated into the existing pre-1947 dwelling house on the site – the proposed extensions are predominantly located to the rear and underside of the existing dwelling.

The development does not propose to alter the existing lot sizes – the reconfiguration component of the development relates to a minor boundary realignment only.

5. Development form overall outcomes are:
 - a. Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.
 - b. Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.
 - c. Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.
 - d. Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.
 - e. Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.
 - f. Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that:
 - i. maximises the retention of backyard spaces as private landscaped space;
 - ii. avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.
 - g. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.
6. Character zone precinct overall outcomes are:
 - a. Development retains a dwelling house built in 1946 or before.
 - b. Development provides that a new dwelling house:
 - i. is 1 or 2 storeys in height;
 - ii. is located on an appropriately sized and configured vacant lot;
 - iii. is compatible in scale and design with existing houses built in 1946 or before;
 - iv. reinforces the traditional building character of the Character zone precinct.
 - c. Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct.
 - d. Development provides for a minimum lot size of 450m² to maintain a block pattern that accommodates traditional backyards and large trees.
7. Infill housing zone precinct overall outcomes are:
 - a. Development retains a dwelling house built in 1946 or before.
 - b. Development provides that a new dwelling house, dual occupancy or multiple dwelling:
 - i. is no more than 2 storeys in height;

The development maintains appropriately sized and configured lots that reinforce a distinct subtropical character.

The proposed extensions to the existing Dwelling house at 1 Gertrude Street, Highgate Hill are of a residential scale that are consistent with the existing built form of the Character residential zone. The dwelling house remains 2 storeys in height and incorporates traditional materials that are consistent with the materiality of the existing dwelling.

No changes are proposed to the existing pre-1947 dwelling house at 7 Gertrude Street, Highgate Hill, which retains all traditional features.

The development proposes to retain the pre-1947 dwelling house located on each property (1 Gertrude St & 7 Gertrude St). Each dwelling house remains 2 storeys in height.

- ii. is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot;
- iii. is compatible in scale and design with existing dwellings built in 1946 or before;
- iv. reinforces the traditional building character of the Infill housing zone precinct.
- c. private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.
- d. Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:
 - i. is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct;
 - ii. meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.
- e. Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is:
 - i. consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses;
 - ii. suited to smaller lot sizes.
- f. Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.
- g. Development supports a subtropical character by ensuring that:
 - i. the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;
 - ii. residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.
- h. Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.
- i. Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.
- j. Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.
- k. Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be:

The proposed extensions to the existing Dwelling house at 1 Gertrude Street ensure the dwelling remains of a house-compatible scale – excluding a new single car garage to the side of the existing dwelling house, the proposed extensions are located to the underside and rear of the existing dwelling house and are predominantly concealed from the streetscape due to the slope of the land. The proposed extensions also include a new outdoor patio area to the rear of the dwelling, ensuring outdoor living is encouraged.

The proposed building works at 1 Gertrude Street ensure all subtropical design features of the existing dwelling house are retained, including a front and side return verandah, sunhoods, and operable windows that facilitate cross-ventilation.

The development ensures adequate setbacks are maintained to each of the existing dwelling houses on the site, providing privacy as well as access to sunlight & breezes.

Each property (1 Gertrude St & 7 Gertrude St) maintains a large area of private open space for landscaping – the development seeks to retain all existing landscaping on the site.

A new outdoor patio is proposed to the rear of the existing dwelling house at 1 Gertrude St which encourages outdoor living.

- i. suitably located and orientated on the site;
- ii. designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.

No changes are proposed to the setting of each pre-1947 dwelling house on the site, which remain orientated to the street and continue to facilitate casual surveillance.

Dwelling House Code – 1 Gertrude Street, Highgate Hill

Performance Outcomes		Accepted Outcomes		Response
PO1	Development ensures that a building other than a dwelling house on the site:	AO1.1	Development comprises not more than one dwelling house and one secondary dwelling, each occupied by one household.	Complies The site (1 Gertrude Street) contains a single dwelling house occupied by one household.
	(a) is used for a domestic residential purpose, in conjunction with and subordinate to the dwelling house on the same site; (b) is smaller in size and scale than the dwelling house; (c) has the appearance of a building ancillary to the dwelling house; (d) is occupied by no more than 1 household.	AO1.2	Any development for a secondary dwelling is: (a) a maximum of 80m ² in gross floor area; (b) located within 20m of the dwelling house.	Not Applicable A secondary dwelling is not proposed.
PO2	Development has a building height that: (c) does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; (d) is consistent with the building height of dwelling houses prevailing in the immediate vicinity; (e) contains a 3 storey component only where necessary to enable a predominately 2 storey dwelling to address the local circumstances of topography (refer to Figure a);	AO2	Development in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low-medium density residential zone, 2 or 3 storey mix zone precinct of the Low-medium density residential zone, Rural residential zone, Environmental management zone, Rural zone or Emerging community zone results in a maximum building height of 9.5m and: (g) 2 storeys; or (h) 1 storey if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment.	Complies The proposed extensions ensure the Dwelling house remains 2 storeys in height. No changes are proposed to the height of the existing dwelling house above the natural ground level, which remains compliant.

<p>(f) may be higher than adjoining properties only to the extent required to achieve the minimum habitable floor levels required for flood immunity.</p> <p>Note—In interpreting PO2(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.</p>	<p>Editor's note—This acceptable outcome is only for the maximum building height. Side boundary setbacks are provided in accordance with the Queensland Development Code; which vary according to the height of the building.</p>		
<p>PO3</p> <p>Development has a building height that:</p> <p>(i) does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight;</p> <p>(j) is consistent with the building height of dwelling houses prevailing in the immediate vicinity.</p> <p>Note—In interpreting PO3(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.</p>	<p>AO3</p>	<p>Development in the Up to 3 storeys zone precinct of the Low-medium density residential zone or in the Medium density residential zone results in a maximum building height of 11.5m and:</p> <p>(k) 3 storeys; or</p> <p>(l) 2 storeys if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet or other sanitary compartment.</p> <p>Editor's note—This acceptable outcome is only for the maximum building height. Side boundary setbacks are provided in accordance with the Queensland Development Code, which vary according to the height of the building.</p>	<p>Not Applicable</p> <p>Not within zone.</p>

PO4	Development ensures that residents' vehicles are accommodated on site.	AO4	Development provides a minimum number of on-site parking spaces comprising: (m) 1 car parking space for the dwelling house; (n) 1 car parking space for any secondary dwelling on the same site.	Complies A new single car garage is proposed, ensuring compliance with AO4 is achieved (currently, no on-site car parking is provided to 1 Gertrude Street).
PO5	Development ensures that the location and design of a dwelling house, secondary dwelling or domestic outbuilding does not expose surrounding properties to additional adverse impacts of overland flow.	AO5	Development and associated site works, including filling and excavation, are designed and constructed to ensure overland flow is not worsened, impeded, or otherwise diverted to adversely affect other properties.	Complies The proposal ensures overland flow is not worsened or adversely affects other properties.
PO6	Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling and excavation ensures that if a surface- or roof-water drainage system connection is required through an adjoining property, the surface- or roof- water drainage system is managed to prevent water seepage, concentration of run-off or ponding on an adjoining property. Note—The Queensland Development Code outlines requirements for surface- and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface- or roof-water drainage connection is not required through an adjoining property.	AO6	Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling and excavation ensures that if a surface- or roof- water drainage system connection is required through an adjoining property, the owner of the adjoining property has provided written permission for the connection.	Not Applicable Not required.

If for a site with an approved building envelope plan or development footprint plan

PO7	<p>Development is sited to complement and be consistent with the form and character of the local area, having regards to:</p> <p>(o) values of the locality expressed in overlays, neighbourhood plans, zones and infrastructure;</p> <p>(p) location of buildings on adjoining sites, ensuring sufficient separation of buildings to minimise impacts on residential amenity and privacy;</p> <p>(q) the impact of slope.</p>	AO7	<p>Development has a footprint that fits entirely within the approved building envelope or development footprint plan.</p>	<p>Not Applicable</p> <p>A building envelope does not exist.</p>
-----	--	-----	--	---

If in the Environmental management zone, Rural zone, Rural residential zone or in a very-low density residential area identified in a neighbourhood plan

PO8	<p>Development does not adversely impact on scenic features.</p>	AO8	<p>Development maximum building height is located a minimum of 15m vertically below any ridgeline within 150m horizontal distance of the dwelling house.</p>	<p>Not Applicable</p> <p>Not within zones.</p>
-----	--	-----	--	---

Subdivision Code

Performance Outcomes	Accepted Outcomes	Response
Section A – General performance outcomes and acceptable outcomes for reconfiguring a lot		
<p>PO1 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>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</p>	<p>Complies</p> <p>The development does not propose to alter the existing area (m²) of each lot – a minor boundary realignment is proposed only to ensure the existing patio at the rear of lot 17 is contained entirely within the bounds of lot 17 (noting the patio has been partially constructed within lot 16).</p> <p>Each lot maintains compliance with the minimum rectangle dimensions, average lot width & minimum frontage requirements nominated in Table 9.4.10.3.B.</p>

	<p>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</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 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>Not Applicable</p> <p>The proposal does not require a building envelope plan or development footprint plan.</p>

	AO1.3	<p>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <ul style="list-style-type: none"> a. across a proposed lot boundary; or b. within a setback required by the planning scheme. <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Complies</p> <p>The proposed boundary realignment ensures no structures are located across a lot boundary, nor within a boundary required by the planning scheme.</p>
--	-------	--	---

			<p>approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> • 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. 	
PO2	<p>Development creates useable lots that:</p> <ol 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; 	AO2.1	<p>Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ol style="list-style-type: none"> a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: <ol style="list-style-type: none"> i. a single level change; or ii. any step in a series of level changes. 	<p>Complies with PO</p> <p>Due to the sloping nature of the subject site, the development proposes minor earthworks and retaining to the underside of the existing dwelling house at 1 Gertrude Street to facilitate construction on the new lower floor. Retaining walls are additionally proposed to the underside of the new garage located at 1 Gertrude Street.</p>

<p>c. ensure any cutting, filling, retaining walls and earthworks:</p> <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; <p>d. minimise adverse impacts to the utility of existing or proposed transport network elements.</p>		<ul style="list-style-type: none"> 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.</p> <p>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>Earthworks are not required to facilitate the proposed boundary realignment, instead associated with the proposed building works at 1 Gertrude Street only.</p> <p>The development does not propose unnecessary cut/ fill, ensuring earthworks are only proposed where required to ensure compliant verges and level building pads are provided to the dwelling houses.</p> <p>The proposed earthworks do not intrude into areas of waterway and environmental significance – the development proposes the retention of Council street trees.</p> <p>The development does not result in adverse impacts to the utility of existing or proposed transport network elements.</p>
	AO2.2	<p>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</p> <p>Proposed lot 17 maintains a level building pad.</p>
	AO2.3	<p>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>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.</p>	<p>Not Applicable</p> <p>Each property (1 Gertrude Street & 7 Gertrude Street) contains an existing Dwelling house which will be retained as part of the development.</p> <p>A minimum rectangle dimension on each property is therefore not required to ensure Dwelling houses can be developed, noting they already exist.</p>

			Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	
		AO2.4	Development does not involve the creation of canals or artificial waterways.	Complies The proposal does not result in the creation of canals or artificial waterways.
PO3	Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: 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;	AO3.1	Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Complies Any alterations to the existing pavement/ kerb and channel will be constructed in accordance with the road hierarchy, maintaining the safety to the public.
		AO3.2	Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The existing accessway to 7 Gerturde Street is maintained with the development. A new accessway is proposed to 1 Gerturde Street in accordance with the standards in the Transport, access, parking and servicing PSP.

<ul style="list-style-type: none"> f. to avoid unreasonable detriment or nuisance to an adjacent premises; 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>AO3.3</p>	<p>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 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>Complies</p> <p>Direct access is maintained to each property from a public road (which is not a major road).</p>
	<p>AO3.4</p>	<p>Development provides safe sight distances at the following locations:</p>	<p>Complies</p> <p>Safe sight distances are provided.</p>

			<ul style="list-style-type: none"> 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. 	
		AO3.5	<p>Development provides grades within a lot that:</p> <ul style="list-style-type: none"> 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>Complies</p> <p>Vehicle access is provided in accordance with AO3.5.</p>
PO4	<p>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p> <p>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>	AO4.1	<p>Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> a) Local government infrastructure plan; b) standards in the Infrastructure design planning scheme policy; c) Refuse planning scheme policy; d) Transport, access, parking and servicing planning scheme policy; e) Long term infrastructure plan; f) codes and planning scheme policies that apply to the site. 	<p>Complies</p> <p>The ROL maintains land and works for infrastructure in accordance with the provisions nominated in AO4.1.</p>
		AO4.2	<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</p>	<p>Not Applicable</p> <p>No changes are proposed to the existing discharge methods for each property.</p>

			the intended use for the locality under the planning scheme.	
		AO4.3	<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>Not Applicable</p> <p>A corner truncation is not proposed.</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.	AO5	<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>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>	<p>Complies</p> <p>The proposal minimises all potential impacts and risks.</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>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. 				
PO6	<p>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 	AO6	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed boundary realignment does not result in the creation of additional lots, nor does it result in infrastructure or services being located outside the bounds of the lot they service.</p> <p>The boundary realignment results in lot dimensions and sizes that remain generally consistent with the current lot layout – a minor alteration is proposed to the shape of each lot (proposed lots 16 & 17) only. The development therefore maintains the intended (and existing) character of the Character residential zone.</p>

	overlays applicable to the site.			
PO7	<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. 	AO7	No acceptable outcome is prescribed.	Not Applicable Not proposed.
PO8	<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. 	AO8.1	Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	Not Applicable Not required.
		AO8.2	Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	Not Applicable The site does not contain an adjacent use that would cause adverse amenity, health or safety impacts.
		AO8.3	Development provides lot dimensions and size in each different zone, zone precinct,	Not Applicable

			neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	The site is not located within 2 or more zone, zone precincts or neighbourhood plans.
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:				
<ul style="list-style-type: none"> a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes. 				
PO9	<p>Development ensures that the transport network and all its component elements is designed to:</p> <ul 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>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.</p> <p>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</p>	AO9	<p>Development provides a transport network that:</p> <ul 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: <ul style="list-style-type: none"> . the Road hierarchy overlay map; i. the Bicycle network overlay map; ii. the Streetscape hierarchy overlay map; iii. 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; iv. 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; 	<p>Not Applicable</p> <p>The proposal does not include items a. – c.</p>

or private space if through movement or public access is intended.

- c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.

Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—This outcome can be demonstrated through an application that:

- is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;
- is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried

			out in accordance with sound traffic engineering practices.	
PO10	<p>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 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>Note—While the road layout may include no through roads such as cul-de-sacs in limited</p>	AO10.1	<p>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 park.</p>	<p>Not Applicable</p> <p>The proposal does not include items a. – c.</p>
		AO10.2	<p>Development provides pathway links outside the road corridor that:</p> <ul style="list-style-type: none"> a. comply with the Infrastructure design planning scheme policy; 	<p>Not Applicable</p> <p>The proposal does not include items a. – c.</p>

<p>circumstances, the pedestrian and bicycle network may not.</p> <p>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</p>		<p>b. incorporate key elements of crime prevention through environmental design, including:</p> <ul style="list-style-type: none"> 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. <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>Note—A minimum of 50% of any park frontage should be to a minor road.</p>		
<p>PO11</p>	<p>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; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; 	<p>AO11</p>	<p>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>Not Applicable</p> <p>The proposal does not include items a. – c.</p>

	<ul style="list-style-type: none"> g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services. 			
PO12	Development provides a road network that:	AO12.1	Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	Not Applicable The proposal does not include items a. – c.
	<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; 	AO12.2	Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.	Not Applicable The proposal does not include items a. – c.
		AO12.3	Development provides road network that: <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. 	Not Applicable The proposal does not include items a. – c.

	<ul style="list-style-type: none"> 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. 			
PO13	Development provides connected road, pedestrian and bicycle networks.	AO13	<p>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; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: <ul style="list-style-type: none"> i. accommodates a maximum of 200 vehicle movements per day; 	<p>Not Applicable</p> <p>The proposal does not include items a. – c.</p>

			<ul style="list-style-type: none"> ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. <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>	
PO14	<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. 	AO14.1	<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>Not Applicable</p> <p>The proposal does not include items a. – c.</p>

PO15	<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. 	AO15	<p>Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>Not Applicable The proposal does not include items a. – c.</p>
PO16	<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>	AO16	<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>Not Applicable The proposal does not include items a. – c.</p>
PO17	<p>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. 	AO17	<p>Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.</p> <p>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>Not Applicable The proposal does not include items a. – c.</p>

Section C—Specific performance outcomes and acceptable outcomes applicable to development

Section C1—Development for reconfiguring a lot involving any of the following:

- a. a site that is more than 1ha in the Emerging community zone; or
- b. the number of potential dwellings is 20 or more in the Emerging community zone; or
- c. a site that is more than 7,000m² in the Low density residential zone; or
- d. the number of lots is 20 or more; or
- e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or
- f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building.

Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.

<p>PO18</p>	<p>Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <ul style="list-style-type: none"> a. the lot frontage of all residential lots is within: <ul 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: 	<p>AO18.1</p>	<p>Development is designed and sited in compliance with:</p> <ul 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: <ul 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 	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>
-------------	---	---------------	---	---

<ul 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; 		<ul style="list-style-type: none"> b. a structure plan prepared in accordance with the Structure planning scheme policy. <p>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning scheme policy where this information is insufficient.</p>	
<ul style="list-style-type: none"> e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined 	AO18.2	<p>Development likely to generate significant pedestrian movements provides a layout with a:</p> <ul style="list-style-type: none"> a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: <ul 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>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>

	<p>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>			
PO19	<p>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. 	AO19.1	<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>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>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>
		AO19.2	<p>Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>
PO20	<p>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; 	AO20	<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>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>

	c. non-residential or high trip-generating uses immediately proximate to transport stops.			
PO21	Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	AO21.1	Development provides lots that are generally designed and positioned to locate: <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. 	Not Applicable The proposal does not involve items a. – f.
		AO21.2	Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	Not Applicable The proposal does not involve items a. – f.
PO22	Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: <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 	AO22.1	Development provides a range of lot sizes that comply with: <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 	Not Applicable The proposal does not involve items a. – f.

<p>ease of access to services and facilities.</p> <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>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> <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 space zone and local roads.</p>	
	<p>AO22.2</p>	<p>Development fronting an existing or proposed road provides:</p> <p>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;</p> <p>b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;</p> <p>c. if adjoining land in the Residential zones category or the Emerging community zone:</p> <ul style="list-style-type: none"> . a consistent lot character; i. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than 	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>

			<p>a Neighbourhood centre, and high frequency public transport.</p> <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>	
PO23	<p>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; e. development interfaces and land use transitions to residential uses. 	AO23	<p>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; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots. 	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>
PO24	<p>Development provides a lot mix and location within a residential neighbourhood or subdivision that</p>	AO24.1	<p>Development where providing lots for multiple dwellings:</p>	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>

	supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.		<ul style="list-style-type: none"> a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: <ul style="list-style-type: none"> . on corner sites; or i. at the ends of street blocks; or ii. where they have dual frontage. <p>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>	
		AO24.2	Development ensures that a lot that is less than 350m ² or with a frontage width less than 10m: <ul style="list-style-type: none"> a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length. 	Not Applicable The proposal does not involve items a. – f.
		AO24.3	Development provides for larger lots located on corners or at the end of T-intersections.	Not Applicable The proposal does not involve items a. – f.
PO25	Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: <ul style="list-style-type: none"> a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; 	AO25.1	Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	Not Applicable The proposal does not involve items a. – f.
		AO25.2	Development with lots less than 600m ² provides lots that are rectangular or regular in shape and has a minimum of 65%	Not Applicable The proposal does not involve items a. – f.

	<ul style="list-style-type: none"> b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking. 		of lots orientated in accordance with Figure a.	
PO26	<p>Development provides land for park purposes that is well distributed and located and is consistent with:</p> <ul style="list-style-type: none"> 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.	<p>Not Applicable</p> <p>The proposal does not involve items a. – f.</p>
<p>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:</p> <ul style="list-style-type: none"> a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m. 				
PO27	<p>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> <ul style="list-style-type: none"> 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; 	AO27.1	<p>Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:</p> <ul style="list-style-type: none"> 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; 	<p>Not Applicable</p> <p>The proposal does not involve items a. or b.</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>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 house (small lot) code other than to the extent provided for in that code.</p>	
	<p>AO27.2</p> <p>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.</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 does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p>	<p>Not Applicable</p> <p>The proposal does not involve items a. or b.</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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>Not Applicable</p> <p>The proposal does not involve items a. or b.</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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>Not Applicable</p> <p>The proposal does not involve items a. or b.</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

PO28	Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	AO28.1	Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.	Not Applicable Not within zone.
		AO28.2	Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	Not Applicable Not within zone.
PO29	Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	AO29	Development provides lots that are arranged to: a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	Not Applicable Not within zone.
PO30	Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses;	AO30	Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	Not Applicable Not within zone.

b. are not subdivided or otherwise fragmented into unviable lot sizes.			
--	--	--	--

Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone

Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.

PO31	<p>Development:</p> <ul style="list-style-type: none"> a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses. 	AO31	No acceptable outcome is prescribed.	<p>Not Applicable Not within zone.</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

PO32	<p>Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values.</p> <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning</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:	<p>Not Applicable Not within zone.</p>
------	--	------	--	---

<p>scheme policy and accommodated through the approach described in the Structure planning scheme policy.</p> <p>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>		<ul style="list-style-type: none"> 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. <p>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>PO33</p>	<p>Development provides vehicular access that is:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>AO33</p>	<p>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.</p> <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>Not Applicable Not within zone.</p>

Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots

If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land

PO34	<p>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.</p> <p>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.</p> <p>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>	AO34.1	<p>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>Not Applicable</p> <p>Not proposed.</p>
		AO34.2	<p>Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	<p>Not Applicable</p> <p>Not proposed.</p>

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.

<p>PO35</p>	<p>Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions:</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>AO35</p>	<p>No acceptable outcome is prescribed</p>	<p>Not Applicable Not proposed.</p>
-------------	--	-------------	--	--

PO36	Development provides internal access ways and driveways that: <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. 	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: <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. 	Not Applicable Not proposed.
		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.	Not Applicable Not proposed.

Filling and Excavation Code

Performance Outcomes		Accepted Outcomes	Response
PO1	<p>Development for filling or excavation minimises visual impacts from retaining walls and earthworks.</p>	<p>AO1</p> <p>Development ensures that the total height of any cut and fill, whether or not retained, does not exceed:</p> <ul 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>Complies with PO</p> <p>Due to the sloping nature of the subject site, the development proposes minor earthworks and retaining to the underside of the existing dwelling house at 1 Gertrude Street to facilitate construction on the new lower floor. Retaining walls are additionally proposed to the underside of the new garage located at 1 Gertrude Street.</p> <p>Noting the location and scale of the proposed retaining walls, which remain predominantly less than 1m in height above the natural ground level, visual impacts are not anticipated to result from proposed earthworks.</p>
PO2	<p>Development of a retaining wall proposed as a result of filling or excavation:</p> <ul 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.</p> <p>Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.</p>	<p>AO2.1</p> <p>Development of a retaining structure, including footings, surface drainage and subsoil drainage:</p> <ul 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: <ul 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 higher wall) is no less than 1m 	<p>Complies</p> <p>All proposed retaining walls including footings, surface drainage and subsoil drainage are located wholly within the site.</p> <p>No retaining walls are proposed along the boundaries of the property (1 Gertrude Street) that exceed 1m in height.</p>

			horizontally to incorporate planting areas.	
		AO2.2	Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	<p>Complies</p> <p>On-site & adjoining vegetation remains unimpacted by new retaining structures, which are designed in accordance with the structures standards in the Infrastructure design PSP and certified by an RPEQ.</p> <p>It is anticipated the approval will be conditioned to ensure compliance.</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>Complies</p> <p>Retaining wall finishes are maintenance free where setback less than 750mm from the boundary.</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>Complies</p> <p>Where required, clean fill is utilised.</p>
PO3	Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3	<p>Development ensures that a rock anchor:</p> <ul 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>Not Applicable</p> <p>A rock anchor is not proposed.</p>
PO4	Development protects all services and public utilities.	AO4	Development protects services and public utilities and ensures that any alteration or	<p>Complies</p>

			relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	The development ensures services and public utilities are protected.
PO5	Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5	Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies All flows and subsoil drainage are directed to a lawful point of discharge in accordance with the stormwater drainage section of the Infrastructure design PSP.
PO6	Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO6	Filling or excavation does not involve the construction of open drainage.	Complies An open drain is not proposed.
PO7	Development for filling or excavation: a. does not degrade water quality or adversely affect environmental values in receiving waters;	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.	Complies Water quality treatments are provided that comply with the stormwater drainage section of the Infrastructure design PSP.
		AO7.2	Development provides erosion and sediment control standards that are in	Complies

	b. ensures site sediment and erosion control standards are best practice.		accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Erosion and sediment control measures are implemented that comply with the stormwater drainage section of the Infrastructure design PSP.
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.	AO8.1	Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Complies The development ensures dust emissions are controlled and do not extend beyond the boundary of 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.	AO8.2	Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies It is anticipated the approval will be conditioned to ensure compliance with AO8.2 is demonstrated.
PO9	Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9	Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Complies On-site earthworks do not cause a ground-borne vibration beyond the boundaries of the site.
PO10	Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	AO10	Development ensures that heavy trucks hauling material to and from the site: a. occur for a maximum of 3 weeks; b. use a major road to access the site; c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	Complies It is anticipated the approval will be conditioned to ensure compliance with AO10 is demonstrated.

PO11	Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11	Development does not involve: a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; b. filling with material containing a contaminant.	Complies Activities identified in AO11 are not proposed.
PO12	Development provides for: a. landscaping for water conservation purposes; b. water sensitive urban design measures which are employed within the landscape design to maximise 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. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO12.1	Development provides drainage for artificial growing environments which is connected to the stormwater drain.	Not Applicable An artificial growing environment is not proposed.
		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.	Not Applicable Irrigation is not proposed.
		AO12.3	Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Complies Drainage will be installed to meet the needs to the development.
		AO12.4	Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	Not Applicable Irrigation is not proposed – no new landscaping areas are proposed.
PO13	Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse	AO13	Development does not involve the creation of canals or artificial waterways.	Complies The development does not involve the creation of canals or artificial waterways.

	impacts on coastal resources and processes.			
--	---	--	--	--

Infrastructure Design Code

Performance Outcomes		Accepted Outcomes		Response
PO1	<p>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>	AO1	<p>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>Not Applicable</p> <p>No new roads, pavement, edging and landscaping are proposed.</p>
PO2	<p>Development provides road pavement surfaces which:</p>	AO2	<p>Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in</p>	<p>Not Applicable</p> <p>No roads are proposed.</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 and the preservation of all-weather access; d. allows for reasonable travel comfort. 		the Infrastructure design planning scheme policy.	
PO3	<p>Development provides a pavement edge which is designed and constructed to:</p> <ul style="list-style-type: none"> a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. 	AO3	Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
PO4	<p>Development provides verges which are designed and constructed to:</p> <ul style="list-style-type: none"> 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; 	AO4	Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable No new verges are proposed.

	c. be maintainable by the Council.			
PO5	<p>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:</p> <ul style="list-style-type: none"> a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape. 	AO5	<p>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>Not Applicable Not required.</p>
PO6	<p>Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard:</p> <ul style="list-style-type: none"> a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage; 	AO6	<p>Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy:</p> <ul style="list-style-type: none"> 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; 	<p>Not Applicable No changes are proposed to site frontages which contain an existing kerb and channel, constructed verge & carriageway, drainage works, and electrical conduits.</p>

	<p>h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.</p>		<p>j. installation of electrical conduits.</p>	
PO7	<p>Development provides both cycle and walking routes which:</p> <ul style="list-style-type: none"> 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. <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>	AO7	<p>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>Not Applicable</p> <p>No new cycle and walking routes are proposed.</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.	AO8.1	Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Complies No changes are proposed to the existing refuse and recycling collection / storage facilities.
		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.	Complies No changes are proposed to the existing refuse and recycling collection / storage facilities.
PO9	Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1	Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.	Complies Not proposed to change with the proposal.
		AO9.2	Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	Complies Existing connections will be retained.
PO10	Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1	Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring	Not Applicable Not proposed to change with the proposal.

			<p>techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.</p> <p>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.</p>	
		AO10.2	Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	<p>Not Applicable</p> <p>Not proposed to change with the proposal.</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>Not Applicable</p> <p>Not proposed to change with the proposal.</p>
PO11	Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11	<p>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>Not Applicable</p> <p>Not proposed to change with the proposal.</p>
PO12	Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12	<p>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, 	<p>Not Applicable</p> <p>Not proposed to change with the proposal.</p>

			<p>such as where there is a limited capacity road; or</p> <p>c. there is a clear gap in the telecommunications network; or</p> <p>d. there is a clear gap in the bandwidth available to the area.</p> <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>	
PO13	<p>Development provides public art identified in a neighbourhood plan or park concept plan which:</p> <p>a. is provided commensurate with the status and scale of the proposed development;</p> <p>b. is sited and designed:</p> <p>i. as an integrated part of the project design;</p> <p>ii. as conceptually relevant to the context of the location;</p> <p>iii. to reflect and respond to the cultural values of the community;</p> <p>iv. to promote local character in a planned and informed manner.</p>	AO13	<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>Not Applicable</p> <p>Not required.</p>
PO14	<p>Development provides signage of buildings and spaces which promote legibility to help users find their way.</p>	AO14	<p>Development provides public signage:</p> <p>a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments;</p> <p>b. which details the location of the key destinations, public spaces and</p>	<p>Not Applicable</p> <p>Not required.</p>

			<p>pedestrian linkages in the vicinity, the services available within the development and where they are located.</p> <p>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).</p>	
PO15	Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15	Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
PO16	<p>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; ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose. 	AO16	Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
PO17	Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:	AO17	Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.

	<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>			
PO18	<p>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 	AO18	Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.

	<p>flow velocities, and significant change of flood patterns.</p> <p>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>			
PO19	<p>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"> safety; an attractive appearance appropriate to the surrounding area; easy maintenance; minimal whole-of-life cost; longevity; 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>	AO19	<p>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>Not Applicable</p> <p>Not proposed.</p>
If for development with a gross floor area greater than 1,000m ²				
PO20	<p>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</p>	AO20	<p>Development ensures that during construction:</p> <ol style="list-style-type: none"> the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; 	<p>Not Applicable</p> <p>The development does not contain a GFA greater than 1,000m².</p>

	<p>adequately protected from short- and long-term impacts.</p> <p>Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome.</p> <p>Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.</p>		<p>b. adjoining and surrounding landscaping is protected from damage;</p> <p>c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.</p>	
PO21	<p>Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site.</p> <p>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>	AO21.1	<p>Development ensures that demolition and construction:</p> <p>a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;</p> <p>b. do not occur over periods greater than 6 months.</p>	<p>Not Applicable</p> <p>The development does not contain a GFA greater than 1,000m².</p>
		AO21.2	<p>Development including construction and demolition does not release dust emissions beyond the boundary of the site.</p>	<p>Not Applicable</p> <p>The development does not contain a GFA greater than 1,000m².</p>
		AO21.3	<p>Development construction and demolition does not involve asbestos-containing materials.</p>	<p>Not Applicable</p> <p>The development does not contain a GFA greater than 1,000m².</p>
PO22	<p>Development ensures that:</p> <p>a. construction and demolition do not result in damage to surrounding property as a result of vibration;</p> <p>b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table</p>	AO22	<p>Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.</p>	<p>Not Applicable</p> <p>The development does not contain a GFA greater than 1,000m².</p>

	<p>9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E.</p> <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>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>				
PO23	<p>Development ensures that fire hydrants are:</p> <p>a. installed and located to enable fire services to access water safely, effectively and efficiently;</p> <p>b. suitably identified so that fire services can locate them at all hours.</p>	AO23.1	<p>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.</p> <p>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>Not Applicable</p> <p>Site is not accessed via common private title. Fire hydrant mandates are regulated by alternate legislation.</p>
		AO23.2	<p>Fire hydrants are identified by:</p> <p>a. raised reflectorised pavement markers (RRPM) on sealed roads;</p> <p>b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.</p>	<p>Not Applicable</p> <p>Site is not accessed via common private title. Fire hydrant mandates are regulated by alternate legislation.</p>
PO24	<p>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</p>	AO24	<p>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.</p>	<p>Not Applicable</p> <p>Site is not accessed via common private title. Fire hydrant mandates are regulated by alternate legislation.</p>

	on-street parking spaces are occupied.			
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone				
PO25	Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	AO25	No acceptable outcome is prescribed.	Not Applicable Not proposed.
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.	Not Applicable Not proposed.

Landscape Work Code

Performance Outcomes		Accepted Outcomes		Response
PO1	Development ensures that trees are protected from development impacts.	AO1.1	Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	Complies The proposal does not include the removal of trees from the site identified within a landscape concept plan or development approval.
		AO1.2	Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: <ul style="list-style-type: none"> a. vegetation damaged as a result of the development; b. vegetation requiring pruning of branches and/or roots. 	Not Applicable Not proposed.
PO2	Development provides acoustic barriers and long fences along street frontages which: <ul style="list-style-type: none"> a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances. 	AO2.1	Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: <ul style="list-style-type: none"> a. is designed in compliance with the standards in the Infrastructure design planning scheme policy; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; 	Not Applicable An acoustic barrier/fence is not proposed.

			d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	
		AO2.2	Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: <ul style="list-style-type: none"> a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting. 	Not Applicable The proposal does not require a planting buffer.
PO3	Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3	Development ensures that a landscape buffer required by a use code incorporates: <ul style="list-style-type: none"> a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting. 	Not Applicable The proposal does not require a landscape buffer.
PO4	Development has artificial growing environments which: <ul style="list-style-type: none"> a. maximise opportunities for high-quality landscape planting; b. incorporate water conservation measures. 	AO4.1	Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	Not Applicable The proposal does not include podium planters.
		AO4.2	Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	Not Applicable The proposal does not include podium planters.
		AO4.3	Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	Not Applicable The proposal does not include podium planters.
PO5	Development provides landscaping in a common area which provides for	AO5.1	Development incorporates a plant selection along a pathway which ensures:	Not Applicable No new landscaping is proposed.

	clear sightlines and good visibility to entrance and exit points.		<ul style="list-style-type: none"> a. a clear trunk height of minimum 1.8m at maturity; b. a shrub height of maximum 1m at maturity. <p>Refer to the Crime prevention through environmental design planning scheme policy.</p>	
		AO5.2	<p>Landscaping and mounding do not interfere with visibility along a pathway.</p> <p>Refer to the Crime prevention through environmental design planning scheme policy.</p>	<p>Not Applicable</p> <p>Landscaping is not proposed.</p>
PO6	Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6	<p>Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p> <p>Note—Cues could include changes in levels, surface or landscape treatment or fencing.</p>	<p>Not Applicable</p> <p>Landscaping is not proposed.</p>
PO7	<p>Development provides a plant selection which addresses the functional issues of the development including:</p> <ul style="list-style-type: none"> a. screening and buffering; b. street presentation; c. shading; d. character; e. amenity; f. ecology; g. water availability and stormwater treatment. 	AO7	<p>Development provides species in accordance with the Planting species planning scheme policy.</p>	<p>Not Applicable</p> <p>Landscaping is not proposed.</p>

PO8	Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8	Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	Not Applicable Landscaping is not proposed.
PO9	Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1	Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	Not Applicable Landscaping is not proposed.
		AO9.2	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	Not Applicable Landscaping is not proposed.
PO10	Development for a shade structure does not compromise landscape outcomes.	AO10	Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Not Applicable The proposal does not include a shade structure within a car park.
PO11	Development involving the construction of retaining walls provides for: <ul style="list-style-type: none"> a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts. 	AO11	Development of a retaining wall: <ul style="list-style-type: none"> a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; b. incorporates planting areas. 	Not Applicable No new retaining walls are proposed.
PO12	Development provides for: <ul style="list-style-type: none"> a. water sensitive urban design measures which are employed within the landscape design to 	AO12.1	Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Not Applicable Landscaping is not proposed.
		AO12.2	Development ensures that the design and requirements for irrigation is in accordance	Not Applicable

	<p>maximise stormwater use and to reduce any adverse impacts on the landscape;</p> <p>b. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.</p>		<p>with the standards in the Landscape design guidelines for water conservation planning scheme policy.</p>	<p>Landscaping/irrigation is not proposed.</p>
		AO12.3	<p>Development provides areas of pavement, turf and mulched garden beds which are adequately 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>Not Applicable</p> <p>Landscaping is not proposed.</p>
PO13	<p>Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.</p>	AO13.1	<p>Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<p>Complies</p> <p>All existing turf areas on the site remain accessible by standard lawn maintenance equipment.</p>
		AO13.2	<p>Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area.</p>	<p>Not Applicable</p> <p>A new irrigation system is not proposed.</p>
		AO13.3	<p>Development provides one hose cock within each private landscape and recreation area.</p>	<p>Not Applicable</p> <p>A new hose cock is not proposed.</p>
		AO13.4	<p>Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>	<p>Not Applicable</p> <p>The site is not located within an overland flow path.</p>
		AO13.5	<p>Development provides planting media and mulch in accordance with AS4454 Composts, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.</p>	<p>Not Applicable</p> <p>Landscaping is not proposed.</p>
PO14	<p>Development ensures that the location and type of planting do not</p>	AO14	<p>Development provides plant species which are selected and sited, taking into consideration the location and access</p>	<p>Not Applicable</p> <p>Landscaping is not proposed.</p>

compromise the function and accessibility of services and facilities.

requirements of overhead and underground services.

Outdoor Lighting Code

Performance Outcomes		Accepted Outcomes		Response
PO1	Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1	<p>Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting:</p> <ul style="list-style-type: none"> a. comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; b. maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. <p>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>	<p>Not Applicable</p> <p>Outdoor lighting not proposed.</p>
		AO1.2	<p>Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	

Stormwater Code

Performance Outcomes	Accepted Outcomes	Response	
Section A—If for a material change of use, reconfiguring a lot, operational work or building work			
Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.			
<p>PO1</p> <p>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</p>	<p>Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>Complies</p> <p>The development does not propose any changes to the discharge methods for the site.</p>
<p>PO2</p> <p>Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of</p>	<p>AO2.1</p>	<p>Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.</p>	<p>Complies</p> <p>The development does not result in an increase in flood level or hazard on adjacent premises.</p>

	premises which are up slope, down slope or adjacent to the site.	AO2.2	Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The development does not propose any changes to the discharge methods for the site.
PO3	Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1	Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Not Applicable The development does not propose any changes to the discharge methods for the site.
		AO3.2	Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The development does not propose any changes to the discharge methods for the site.
		AO3.3	Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The development does not propose any changes to the discharge methods for the site.
		AO3.4	Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Not Applicable The development does not propose any changes to the discharge methods for the site.
PO4	Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	AO4.1	Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The development does not propose any changes to the discharge methods for the site.
		AO4.2	Development provides sufficient area to convey run-off which will comply with the	Not Applicable The development does not propose any changes to the discharge methods for the site.

			standards in the Infrastructure design planning scheme policy.	Sufficient area is provided on the site for run-off.
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.	AO5	Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not Applicable Not proposed.
PO6	Development ensures that location and design of stormwater detention and water quality treatment: <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. 	AO6.1	Development locates stormwater detention and water quality treatment: <ul style="list-style-type: none"> a. outside of a waterway corridor; b. offline to any catchment not contained within the development. 	Not Applicable The development does not propose any changes to the discharge methods for the site.
		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.	Not Applicable The development does not propose any changes to the discharge methods for the site.
PO7	Development is designed, including any car parking areas and channel works to: <ul style="list-style-type: none"> a. reduce property damage; b. provide safe access to the site during the defined flood event. 	AO7.1	Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	Complies The development is located above minimum flood immunity levels.
		AO7.2	Development including the road network provides a stormwater management system	Not Applicable

			that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	The development does not propose any changes to the discharge methods for the site.
PO8	Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1	Development ensures natural waterway corridors and drainage paths are retained.	Complies The development does not impact natural waterway corridors and drainage paths.
		AO8.2	Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	Not Applicable The development does not propose any changes to the discharge methods for the site.
		AO8.3	Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
		AO8.4	Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable Not proposed.
PO9	Development is designed to manage run-off and peak flows by minimising large areas of impervious material	AO9	No acceptable outcome is prescribed.	Complies Large areas of impervious materials are not proposed.

	and maximising opportunities for capture and re-use.			
PO10	<p>Development ensures that there is sufficient site area to accommodate an effective stormwater management system.</p> <p>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>	AO10	No acceptable outcome is prescribed.	<p>Not Applicable</p> <p>The development does not propose any changes to the discharge methods for the site.</p> <p>An effective stormwater management system is maintained on the site.</p>
PO11	<p>Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:</p> <ol style="list-style-type: none"> existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; safe management of stormwater discharge from existing and future up-slope development; implication for adjacent and down-slope development. 	AO11.1	Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	<p>Not Applicable</p> <p>Not required.</p>
		AO11.2	Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>The development does not propose any changes to the discharge methods for the site.</p>
PO12	<p>Development provides stormwater infrastructure which:</p> <ol style="list-style-type: none"> remains fit for purpose for the life of the development and maintains full functionality in the design flood event; can be safely accessed and maintained cost effectively; 	AO12.1	The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>The development does not propose any changes to the discharge methods for the site.</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>Not Applicable</p> <p>The development does not propose any changes to the discharge methods for the site.</p>

	<p>c. ensures no structural damage to existing stormwater infrastructure.</p>			
PO13	<p>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> <p>a. the environmental values and water quality objectives of waters;</p> <p>b. waterway hydrology;</p> <p>c. the maintenance and serviceability of stormwater infrastructure.</p> <p>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</p>	AO13	No acceptable outcome is prescribed.	<p>Complies</p> <p>While not anticipated, all reasonable measures are taken to ensure impacts of erosion, turbidity and sedimentation are reduced.</p>
PO14	<p>Development ensures that:</p> <p>a. unnecessary disturbance to soil, waterways or drainage channels is avoided;</p> <p>b. all soil surfaces remain effectively stabilised against</p>	AO14	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development does not result in unnecessary disturbance to soil, waterways or drainage channels. All soil surfaces remain stabilised.</p>

	erosion in the short and long term.			
PO15	<p>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. 	AO15	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development does not cause erosion or increase contaminants in stormwater flows during construction.</p>

Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:

- a. a material change of use for an urban purpose which involves greater than 2,500m² of land that:
 - i. will result in an impervious area greater than 25% of the net developable area; or
 - ii. will result in 6 or more dwellings.
- b. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots;
- c. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.

PO16	<p>Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values.</p> <p>Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i>.</p> <p>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>	AO16	Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	<p>Not Applicable</p> <p>The development is not identified as a high-risk development.</p>
------	---	------	---	---

PO17	<p>Development ensures that:</p> <ol 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>	AO17	No acceptable outcome is prescribed.	<p>Not Applicable</p> <p>The development is not identified as a high-risk development.</p>
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot				
PO18	<p>Development protects stormwater infrastructure to ensure the following are not compromised:</p> <ol 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: 	AO18	<p>Development protects stormwater infrastructure in compliance with the following:</p> <ol 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>Complies</p> <p>Stormwater infrastructure is protected in accordance with the standards for stormwater drainage in the Infrastructure design PSP.</p>

	<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 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>			
PO19	<p>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 	AO19	No acceptable outcome is prescribed.	Not Applicable Not required.

<p>iii. not assumed future urban development; other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development.</p> <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>			
---	--	--	--

Transport, Access, Parking and Servicing Code

Performance Outcomes		Accepted Outcomes		Response
PO1	<p>Development is designed:</p> <ol style="list-style-type: none"> to include a technically competent and accurate response to the transport and traffic elements of the development; in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; to ensure the efficient operation and safety of the development and its surrounds. <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 development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; 	AO1	Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	<p>Complies</p> <p>The development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>

	<ul style="list-style-type: none"> ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. 			
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.	AO2	No acceptable outcome is prescribed.	Not Applicable The development is not of a major size.
PO3	Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1	Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The development proposes a new crossover to 1 Gerturde Street (lot 15 on RP12150), which is designed in compliance with the standards in the TAPS PSP.
		AO3.2	Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Not Applicable Vehicle access easement not proposed.
PO4	Development provides walking and cycle routes through the site which: <ul style="list-style-type: none"> a. link to the external network and pedestrian and cyclist destinations such as 	AO4.1	Development provides walking and cycle routes which are constructed on the carriageway or through the site to: <ul style="list-style-type: none"> a. create a walking or cycle route along the full frontage of the site; 	Not Applicable No new walking or cycling routes are proposed.

	<p>schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</p> <p>b. encourage walking and cycling;</p> <p>c. ensure pedestrian and cyclist safety;</p> <p>d. provide a direct and legible network.</p> <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>		<p>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>Not Applicable</p> <p>No new walking or cycling routes are proposed.</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>Not Applicable</p> <p>No new walking or cycling routes are proposed.</p>
PO5	<p>Development provides secure and convenient bicycle parking which:</p> <p>a. for visitors is obvious and located close to the building's main entrance;</p> <p>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;</p> <p>c. is easily and safely accessible from outside the site;</p> <p>d. does not impact adversely on visual amenity;</p> <p>e. does not impede the movement of pedestrians or other vehicles;</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>Not Applicable</p> <p>Bicycle parking is not required.</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>Not Applicable</p> <p>Bicycle parking / end-of-trip facilities are not required.</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>Not Applicable</p> <p>Bicycle parking is not required.</p>
		AO5.4	Development provides visitor bicycle parking which does not impede pedestrian movement.	<p>Not Applicable</p> <p>Bicycle parking is not required.</p>

	<p>f. is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p>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>	AO5.5	Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p>Not Applicable</p> <p>Bicycle parking is not required.</p>
PO6	<p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p>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>	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>Not Applicable</p> <p>Shower cubicles and lockers are not proposed.</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.	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>Complies</p> <p>The development maintains safe access to the site for pedestrians and cyclists.</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.	AO8	No acceptable outcome is prescribed.	<p>Complies</p> <p>The development maintains safe access to the site for pedestrians and cyclists.</p>
PO9		AO9.1	No acceptable outcome for access is prescribed, for a major development (as	<p>Not Applicable</p>

	Development provides access driveways in the road area that are located, designed and controlled to:		described in the Transport, access, parking and servicing planning scheme policy).	The project is not a major development.
	a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;	AO9.2	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	Complies A maximum of one crossover is provided to each lot from the lowest order road.
	b. ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.3	Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies Sight distances to and from all proposed access driveways in the road area are in compliance with the standards in the TAPS PSP.
		AO9.4	Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	Complies The development proposes a new crossover to 1 Gerturde Street (lot 15 on RP12150), which is designed in compliance with the standards in the TAPS PSP. The crossover is not provided through a bus stop, taxi rank or pedestrian crossing or refuge.
		AO9.5	Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not Applicable Not proposed.
PO10	Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the	AO10	No acceptable outcome is prescribed.	Complies Redundant crossovers will be removed as required & footpaths reinstated.

	standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.			
PO11	Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1	Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies Sight distances to and from all proposed access driveways in the road area are in compliance with the standards in the TAPS PSP.
		AO11.2	Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable Not proposed.
PO12	Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12	Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Complies The development maintains compliance with the applicable parking rate outlined in the TAPS PSP (1 space per dwelling house).
AO13	Development outside of the City core and City frame as identified in Figure	AO13	Development outside of the City core and City frame as identified in Figure a:	Not Applicable

	<p>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>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> <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>	<p>The site is located within the City frame.</p>
PO14	<p>Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <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>	AO14.1	<p>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>Not Applicable The development meets the required parking standard.</p>
		AO14.2	<p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>Not Applicable Not proposed.</p>

<p>PO15</p>	<p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement. 	<p>AO15</p>	<p>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>Not Applicable</p> <p>A car park is not proposed.</p>
<p>PO16</p>	<p>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16</p>	<p>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; 	<p>Complies</p> <p>The development continues to incorporate the key elements of crime prevention through environmental design – the lot layout and building design continues to facilitate casual surveillance of the street, ensuring a safe environment is maintained.</p>

			<ul style="list-style-type: none"> 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>	
PO17	Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17	<p>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>Complies</p> <p>The development continues to ensure opportunities for vandalism and graffiti are avoided.</p>
PO18	Development is serviced by an adequate number and size of service vehicles.	AO18	Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p>Not Applicable</p> <p>Service vehicles are not required to access the subject site.</p>
PO19	Development layout provides for services which:	AO19.1	Development ensures that a service bay provided on site:	<p>Not Applicable</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. 		<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. 	A service bay is not proposed.
		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.	Not Applicable Not required.
		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.	Not Applicable Not required.
PO20	<p>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. 	AO20	Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable Service vehicles are not required to access the subject site.

If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned 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: <ul style="list-style-type: none"> a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9. 	AO21.1	Development which is freight-dependent development is located on a site which: <ul style="list-style-type: none"> a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. 	Not Applicable The site is not required to be serviced by a vehicle requiring a permit.
		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.	Not Applicable The site is not required to be serviced by a vehicle requiring a permit.

Wastewater Code

Performance Outcomes		Accepted Outcomes		Response
PO1	<p>Development ensures that the intensity and scale of the change of use of premises does not:</p> <ul style="list-style-type: none"> a. increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality; b. increase any health risks during a system failure; c. deteriorate the water quality of existing or proposed water supplies; d. limit the sustainable disposal of domestic effluent. 	AO1	<p>Development ensures that the proposed disposal system complies with the requirements of:</p> <ul style="list-style-type: none"> a. the <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>; b. AS/NZS 1547:2012 On-site domestic wastewater management; c. <i>Plumbing and Drainage Act 2018</i>; d. the Queensland plumbing and wastewater code. <p>Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.</p>	<p>Not Applicable</p> <p>The development remains connect to the existing sewer network.</p>
PO2	<p>Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that:</p> <ul style="list-style-type: none"> a. minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments; b. limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies 	AO2.1	<p>Development is on a lot with a minimum size of 2,000m² or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater.</p>	<p>Not Applicable</p> <p>An on-site effluent disposal system is not proposed.</p>
		AO2.2	<p>Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:</p> <ul style="list-style-type: none"> a. secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; b. <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>; 	<p>Not Applicable</p> <p>An on-site effluent disposal system is not proposed.</p>

<p>remains unaffected along with the sustainable disposal of domestic effluent.</p>		<p>c. AS/NZS 1547:2012 On-site domestic wastewater management, d. <i>Plumbing and Drainage Act 2018</i>; e. Queensland plumbing and wastewater code.</p>	
	<p>AO2.3</p>	<p>Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land:</p> <ul style="list-style-type: none"> a. with a slope of less than 15%, or where the land is terraced to receive the full disposal area; b. no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; c. above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; d. no closer than 25m to a cut or embankment. 	<p>Not Applicable An on-site effluent disposal system is not proposed.</p>
	<p>AO2.4</p>	<p>Development ensures that the proposed sub-surface on-site effluent disposal system is not located:</p> <ul style="list-style-type: none"> a. on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; b. within 0.6m of a permanent watertable; c. within 1m of bedrock; d. on land composed mainly of sand, gravel, fractured rock or heavy clay. 	<p>Not Applicable An on-site effluent disposal system is not proposed.</p>
	<p>AO2.5</p>	<p>Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.</p>	<p>Not Applicable</p>

		An on-site effluent disposal system is not proposed.
AO2.6	Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	Not Applicable An on-site effluent disposal system is not proposed.

QDC MP 1.2 – 1 Gertrude Street, Highgate Hill

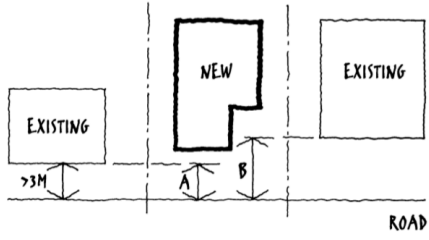
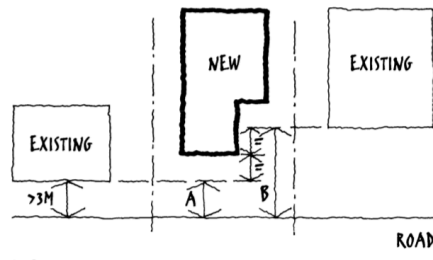
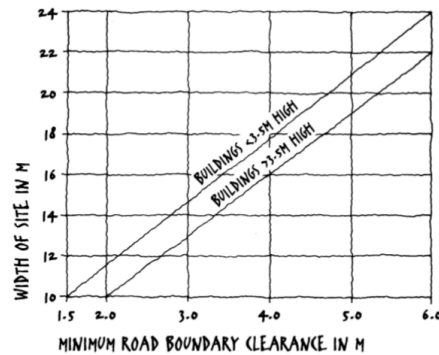
Performance Outcomes	Accepted Outcomes	Response
Element 1 – Design and Siting of Buildings and Structures		
Buildings and structure		
<p>P1 The location of a <i>building or structure</i> facilitates an acceptable streetscape, appropriate for –</p> <ol style="list-style-type: none"> the bulk of the <i>building or structure</i>; and the <i>road boundary setbacks</i> of neighbouring <i>buildings or structures</i>; and the outlook and views of neighbouring residents; and nuisance and safety to the public. <p>Figure 1</p>  <p>WHERE B LESS A IS NOT MORE THAN 2M SETBACK = ANY DISTANCE BETWEEN A AND B</p>	<p>A1</p> <ol style="list-style-type: none"> For a <i>detached dwelling, garage or a carport</i> the minimum <i>road setback</i> is – <ol style="list-style-type: none"> 6m; or where there are existing <i>detached dwellings</i> on both adjoining <i>lots</i> and at least one of the <i>detached dwellings</i> is <i>setback</i> from the <i>road</i> between 3m and 6m, and the difference between their <i>road setbacks</i> is- <ol style="list-style-type: none"> not more than 2m- a distance between the two <i>buildings</i> (Figure 1); or more than 2m- the average of the <i>road setbacks</i> of the adjacent <i>buildings</i> (Figure 2); and For a <i>corner lot</i>, the minimum <i>road setbacks</i> are- <ol style="list-style-type: none"> as for A1(a)(i); or where the <i>lot</i> has an average depth of 24 m or less – <ol style="list-style-type: none"> for the <i>nominated road frontage</i> – as in Table A1; and for the other <i>road frontage</i> - as for A1(a)(i); and no <i>building or structure</i> over 2m high is built within a 9m by 9m truncation at the corner of the 2 <i>road frontages</i> (Figure 3). 	<p>Complies with PO</p> <p>The development proposes a new single car garage that is setback 952mm (worst case) from the front boundary of 1 Gertrude Street. Noting the proposed setback does not meet the accepted outcome nominated in A1, assessment against the PO is therefore required.</p> <p>In demonstrating compliance with the intended outcomes of P1, the following is noted:</p> <ul style="list-style-type: none"> The proposed garage is single storey in height and remains subordinate in size and scale to the existing dwelling house on the site, which is 2 storeys and located forward of the proposed garage. The garage therefore provides an acceptable streetscape that is appropriate for (& in proportion to) the existing built form of the property. Noting the existing dwelling house on the site (1 Gertrude St) is built to the front boundary, the proposed garage provides a front boundary setback that aligns with the existing setting of this dwelling house.

Figure 2



WHERE B LESS A IS 2M OR MORE
SETBACK = AVERAGE DISTANCE BETWEEN A AND B

Table A1



- 3) For **open carports**, the minimum **road setback** may be less than required by A(i)(a) if –
 - a) the aggregate perimeter dimension of walls, solid screens, and supports located within the **setback** does not exceed 15% of the total perimeter dimension (along the line of supports) of that part of the **carport** within the same **setback** (**Figure 4**); and
 - b) there is no alternative on-site location for a **garage** or **carport** that
 - i) complies with A(i)(a); and
 - ii) will allow vehicular access having a minimum width of 2.5m; and
 - iii) has a maximum gradient of 1 in 5.
- 4) For **structures** the minimum **road setbacks** are as for A1(a),(b), and (c) except for –
 - a) **swimming pools**, where the minimum distance from the water to the **road frontage** is
 - i) where the vertical distance to the coping above the finished ground level is not more than 1.2m – 1.5m; or
 - ii) where a solid wall or fence at least 1.8m high above finished ground level is constructed between the water and the **road frontage** and the top of the wall or fence is at least 1.0m above the top of the coping of the pool – no requirement; and
 - b) **screens, fences, retaining walls or a combination of screens,**

The adjoining properties to the east and west similarly contain buildings that are built within the accepted front setback – the existing dwelling house to the east (7 Gertrude Street) contains a front setback of ~800mm while the existing building to the west (80 Gertrude Rd) contains a 0m setback. The proposed garage therefore provides a front setback that aligns with the existing character of Gertrude Street, ensuring an acceptable streetscape is maintained.

- The proposed garage is not located within a position that would impact the outlook or views of neighbouring residents.
- The proposed garage is located entirely within the bounds of the site, ensuring the structure does not provide a nuisance, nor impact the safety of the public.

Figure 3

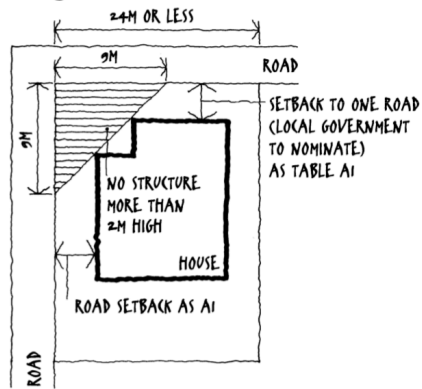
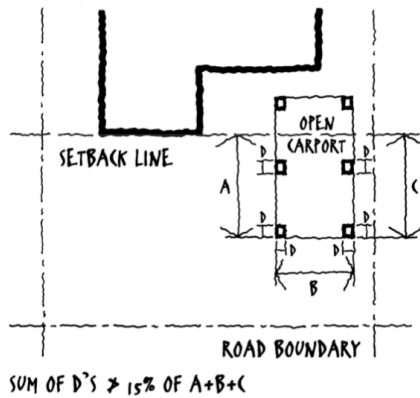


Figure 4



- fences or retaining walls not more than 2m in height; and
- c) roofed gatehouses and arches having –
 - i) a maximum area of $4m^2$; and
 - ii) not more than 2m wide elevation to street; and
 - iii) not more than 3m in height.

P2

Buildings and structures –

- a) provide adequate daylight and ventilation to habitable rooms; and

A2

- 1) The side and rear boundary clearance for a part of the building or structure is –
 - a) where the height of that part is 4.5m or less - 1.5m; and

Complies with PO

The development proposes a new patio to the rear of the existing dwelling house a 1 Gertrude St that is set back 814mm from the western side boundary of the site. Noting the setback

- b) allow adequate light and ventilation to *habitable* rooms of *buildings* on adjoining *lots*.
- c) do not adversely impact on the amenity and privacy of residents on adjoining *lots*.

Table A2

Road Frontage in metres	Side and Rear Boundary Clearances Height in metres	
	4.5 or less	4.5 to 7.5
14.501 – 15.000	1.425	1.900
14.001 – 14.500	1.350	1.800
13.501 – 14.000	1.275	1.700
13.001 – 13.500	1.200	1.600
12.501 – 13.000	1.125	1.500
12.001 – 12.500	1.050	1.400
11.501 – 12.000	0.975	1.300
11.001 – 11.500	0.900	1.200
10.501 – 11.000	0.825	1.100
10.500 or less	0.750	1.000

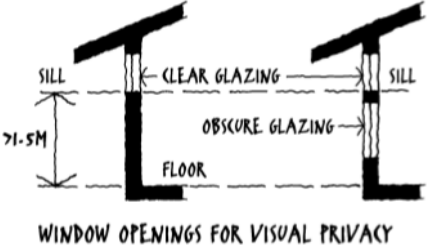
- b) where the *height* of that part is greater than 4.5m but not more than 7.5m - 2m; and
 - c) where the *height* is greater than 7.5m - 2m plus 0.5m for every 3m or part exceeding 7.5m
- 2) For a rectangular or near rectangular **narrow lot** with a 15m or less *frontage*, the minimum side and rear *setbacks* for that part are –
- a) where the *height* is not more than 7.5m – in accordance with **Table A2**; and
 - b) where the *height* is more than 7.5m – 2m plus 0.5m for every 3m or part of 3m by which the *height* exceeds 7.5m.
- 3) **Structures** may be exempted from A2 (a) and (b) where –
- a) the *structure* is not a deck, patio, pergola verandah, gazebo or the like other than one permitted under A2 (c) (v)
 - b) the *structure* is not used for entertainment, recreational purposes or the like
 - c) a screen, fence or retaining wall or a combination of screens, fences or retaining walls is not more than 2m in *height* or
 - d) a rainwater tank, including any supporting *structure* such as a stand, is not more than 2.4m high.
 - e) subject to (ii), it is a pergola or other *structure* which is-
 - i) not enclosed by walls or roofed; and
 - ii) not more than 2.4m in *height* at the boundary; and

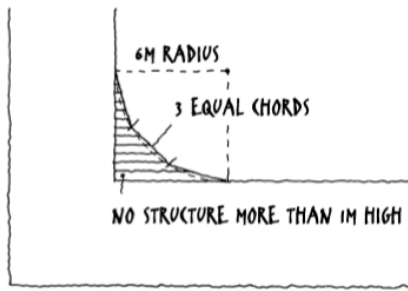
does not meet the minimum 1.5m side boundary setback for habitable spaces outlined in A2, assessment against the PO is required.

In demonstrating compliance with the intended outcomes of P2, the following is noted:

- The proposed non-compliance is limited to the corner of the proposed patio roof only. The patio remains open on all sides, ensuring access to light and ventilation is maintained to the space.
- The proposed patio adjoins the rear yard space of the adjoining property to the west (88 Gladstone Road, Highgate Hill). Greater than 20m separates the corner of the proposed patio from the building on this adjoining lot, ensuring access to light and ventilation is maintained to all habitable rooms.
- An established garden on the adjoining lot to the west further serves to screen the proposed patio from view, ensuring the amenity and privacy of residents on the adjoining lot is maintained by the development.

			<ul style="list-style-type: none"> iii) primarily ornamental or for horticultural purposes. <p>4) Subject to A2(c), class 10a buildings or parts may be within the boundary clearances nominated in A2(a) and (b) where –</p> <ul style="list-style-type: none"> a) the <i>height</i> of a part within the boundary clearance is not more than 4.5m and has a <i>mean height</i> of not more than 3.5m; and b) the total length of all <i>buildings</i> or parts, of any class, within the boundary clearance is not more than 9m along any one boundary; and c) the class 10a <i>buildings</i> or parts within the boundary clearance are located no closer than 1.5m to a required <i>window</i> in a <i>habitable</i> room of an adjoining dwelling. <p>5) Swimming pools may be within the boundary clearances nominated in A2(a) and (b) where –</p> <ul style="list-style-type: none"> a) a solid wall or fence, constructed to prevent water entry onto adjoining lots, at least 1.8m high above finished ground level, is erected between the swimming pool and the boundary of the lot; and b) the top of the wall or fence is at least 1.0m above the top of the coping of the pool. 	
P3	Adequate open space is provided for recreation, service facilities and landscaping.	A3	The maximum area covered by all buildings and structures roofed with impervious materials, does not exceed 50% of the lot area.	<p>Complies</p> <p>A site cover greater than 50% is not proposed.</p>

<p>P4</p>	<p>The height of a building is not to unduly –</p> <ul style="list-style-type: none"> a) overshadow adjoining houses; and b) obstruct the outlook from adjoining lots. 	<p>A4</p>	<p>For lot slopes-</p> <ul style="list-style-type: none"> a) up to 15%, the building height is not more than 8.5m; and b) of 15% or more, the building height is not more than 10m. 	<p>Not Applicable</p> <p>Building height is assessed under the Brisbane City Plan 2014 (Dwelling house code).</p>
<p>P5</p>	<p>Buildings are sited and designed to provide adequate visual privacy for neighbours.</p> <p>Figure 5</p>  <p>The diagram, titled 'WINDOW OPENINGS FOR VISUAL PRIVACY', shows two window profiles. The left window has 'CLEAR GLAZING' from the 'SILL' to the top. The right window has 'OBSCURE GLAZING' from the 'SILL' to the top. A vertical dimension line on the left indicates the sill height is '>1.5M' above the 'FLOOR' level.</p>	<p>A5</p>	<p>Where the distance separating a window or balcony of a detached dwelling from the side or rear boundary is less than 1.5 m –</p> <ul style="list-style-type: none"> a) a permanent window and a balcony has a window/balcony screen extending across the line of sight from the sill to at least 1.5m above the adjacent floor level; or b) a window has a sill height more than 1.5m above the adjacent floor level, or c) a window has obscure glazing below 1.5m (Figure 5). 	<p>Not Applicable</p> <p>The development does not propose a new window or balcony within 1.5m of a side or rear boundary.</p>
<p>P6</p>	<p>The location of a building or structure facilitates normal building maintenance.</p>	<p>A6</p>	<p>A wall is –</p> <ul style="list-style-type: none"> a) set back a minimum of 750mm from the side or rear boundary; or b) where less than 750mm to the boundary, maintenance free, such as unpainted or untreated masonry or prefinished steel sheeting. 	<p>Complies with PO</p> <p>The development proposes a new garage that is setback 200mm from the western side boundary of the site. The garage wall is constructed with Axon wall cladding, which will be painted.</p> <p>Noting the selected wall finish is not considered to be a maintenance-free material, assessment against the PO is required.</p> <p>In demonstrating compliance with the intended outcomes of P6, the following is noted:</p> <ul style="list-style-type: none"> • The wall is associated with non-habitable areas only, being the proposed garage.



Element 2 – Space for on-site Car Parking

<p>P8</p>	<p>Sufficient space for on-site carparking to satisfy the projected needs of residents and visitors, appropriate for –</p> <ul style="list-style-type: none"> a) the availability of public transport; and b) the availability of on- street parking; and c) the desirability of on- street parking in respect to the streetscape; and d) the residents likelihood to have or need a vehicle. 	<p>A8</p>	<p>For each <i>detached dwelling</i>, space is provided for parking two vehicles on the <i>lot</i> and the space has –</p> <ul style="list-style-type: none"> a) minimum dimensions as follows: <ul style="list-style-type: none"> a. for a single uncovered parking space- 4.9m by 2.6m wide; and b. for a single covered parking space- 5m by 3m wide; and c. for a double covered parking space 5 by 5.5m wide; and d. for a single garage- 6m by 3m wide internally; and e. for a double garage- 6m by 5.7m wide internally. <p>Car parking spaces may be in tandem, provided one space is behind the <i>road setback</i> required under Element 1(Figure 7).</p>	<p>Not Applicable</p> <p>On-site car parking is assessed under the Brisbane City Plan 2014 (Dwelling house code).</p>
-----------	---	-----------	--	--

Figure 7

