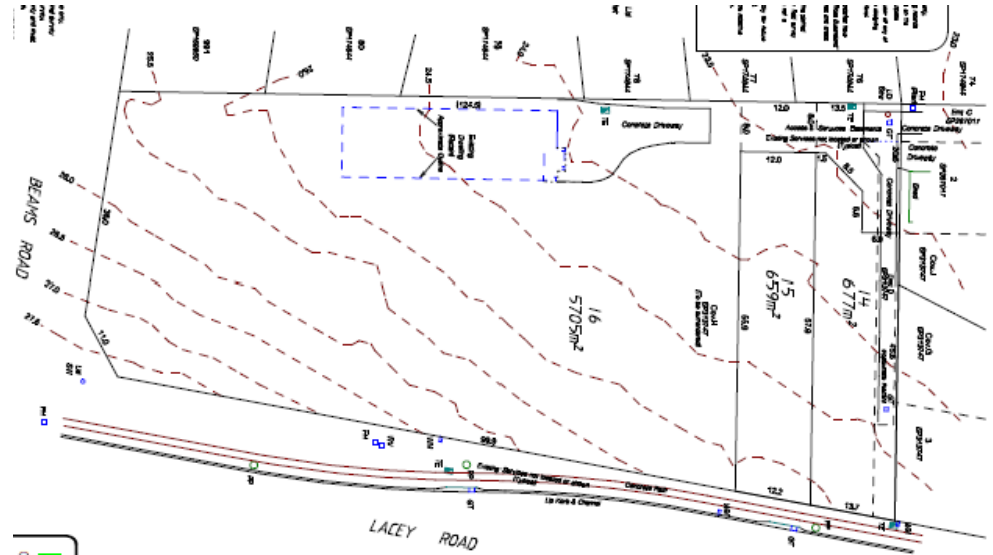


CODE COMPLIANCE REPORT



**In support of a Development Application for
Reconfiguration of a Lot (1 into 3 Lots)**

July 2026

16 Macaranga Crescent, Carseldine

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Emerging Community Zone Code

6.2.6.2 Emerging community zone code

1. The purpose of the emerging community zone is to:
 - a. identify land that is intended for an urban purpose in the future; and
 - b. protect land that is identified for an urban purpose in the future from incompatible uses; and
 - c. provide for the timely conversion of non-urban land to land for urban purposes.
2. The purpose of the zone will be achieved through the following overall outcomes:
 - a. Development in the zone supports the implementation of the policy direction set in the [Strategic framework](#), in particular:
 - i. [Theme 2: Brisbane's outstanding lifestyle](#) and [Element 2.2 – Brisbane's housing and accommodation choices](#);
 - ii. [Theme 3: Brisbane's clean and green leading environmental performance](#) and [Element 3.1 – Brisbane's environmental values](#);
 - iii. [Theme 5: Brisbane's CityShape](#), [Element 5.5 – Brisbane's Suburban Living Areas](#), [Element 5.6 – Brisbane's Greenspace System](#) and [Element 5.7 – Brisbane's Future Suburban Living Areas](#).
 - b. Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:
 - i. appropriate for the site's location within the city and its local context;
 - ii. accessible to necessary supporting infrastructure, services and facilities;
 - iii. responsive to development constraints, character and environmental values and site characteristics.

Complies. Proposed development will be carried out in an orderly sequence and will be within the context of the site and the city.

- c. Development including [dwelling house](#), [dual occupancy](#), [rooming accommodation](#), [multiple dwelling](#), a [residential care facility](#) and a [retirement facility](#) contributes to contained, sustainable and functional communities that provide housing:
 - i. for suburban living generally as anticipated in the Low density residential zone; or
 - ii. at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or
 - iii. at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.

Note—In interpreting 6.2.6.2(2)(c)(iii) 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.

This proposal is for a 1 into 3 lot reconfiguration and created a sustainable and functional residential community.

- d. Development for a [dwelling house](#), [dual occupancy](#) or [multiple dwelling](#) or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the [net developable area](#):
 - i. at approximately 18 dwellings per hectare, predominantly comprised of [dwelling houses](#) up to 2 [storeys](#) in height; or
 - ii. at approximately 24 dwellings per hectare, comprised of a mix of [dwelling houses](#), [dual occupancies](#) and [multiple dwellings](#) up to 3 storeys in height, if any part of the lot frontage is within 400m [walking distance](#) from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:
 - A. the edge of a centre zone other than the Neighbourhood centre zone; or
 - B. the edge of a zone that provides for the [Special Centres](#) identified in [Section 3.7.5.1 L1.1](#) in Theme 5 of the Strategic Framework.
 - iii. if identified in a neighbourhood plan, at approximately:
 - A. 5 dwellings per hectare or as indicated, predominantly comprised of [dwelling houses](#) up to 2 [storeys](#) in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;
 - B. 12 dwellings per hectare or as indicated, predominantly comprised of [dwelling houses](#) up to 2 [storeys](#) in height, if identified as a Low density residential - dwelling houses potential development area;
 - C. 16 dwellings per hectare or as indicated, comprised of a mix of [dwelling houses](#), [dual occupancies](#) and [multiple dwellings](#) up to 2 [storeys](#) in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;
 - D. 25 dwellings per hectare or as indicated, predominantly comprised of [dual occupancies](#) or [multiple dwellings](#) up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.

Not applicable.

Note—A range of factors influence development potential and yield. As such, suitability for urban purposes cannot be assumed for all land in the Emerging community zone and yield may be impacted depending on development constraints impacting a site. The [Structure planning planning scheme policy](#) provides guidance on the identification of development constraints and the determination of the [net developable area](#) of a site.

Note—The density of dwellings per hectare is expressed as a net residential density and is applicable to development involving either dwellings or lots. The [Structure planning planning scheme policy](#) provides guidance on the calculation of net residential density and equivalent site density.

Note—If a neighbourhood plan does not specify or provide sufficient information on the density, mix and scale of dwellings intended for a potential development area, 6.2.6.2(d)(i) and (ii) apply. However, 6.2.6.2(d)(iii) applies where a potential development area is refined through the identification of sub-types.

- e. Development for a [relocatable home park](#) or [tourist park](#) may be established or expanded in the Emerging community zone.

Not applicable.

- f. Development for a non-residential use contributes to contained and vital communities and:
 - i. is of a bulk and scale compatible with the built form of future development intended in the immediate locality;
 - ii. mitigates interface impacts on existing development;
 - iii. where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including:
 - A. community services and recreational facilities ([childcare centre](#), [club](#), [community care centre](#), [community use](#), [educational establishment](#), [emergency services](#), [indoor sport and recreation](#), [outdoor sport and recreation](#), [park](#), [place of worship](#), [substation](#) and [utility installation](#));
 - B. centres serving the immediate neighbourhood (including [shopping centre](#), [shop](#), [office](#), [food and drink outlet](#), [health care service](#), [hotel](#), [bar](#), small-scale [service industry](#) of less than 100m² [gross floor area](#), [service station](#) and [veterinary service](#));
 - C. [small-scale non-residential uses](#).

Not applicable.

- g. Development:
 - i. does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or
 - ii. if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.

Complies.

- h. Development is well planned and integrated with surrounding land uses and infrastructure.

Complies.

- i. Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.

No roads are proposed.

- j. Development does not impinge on an existing or intended use of an adjacent area.

Complies.

- k. Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.

Complies.

- l. Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.

Not applicable. No interim uses are proposed.

- m. Development provides the infrastructure required to support the development.

Complies.

Note—A structure plan is to be prepared in accordance with the [Structure planning planning scheme policy](#) for development of emerging community zoned land for urban purposes as outlined in the relevant development code.

Note—Refer to [Part 10](#) for Priority Development Areas assessed under the *Economic Development Act 2012*. The identification of a Priority Development Area in the Emerging community zone does not have weight for the assessment of development under the *Economic Development Act 2012*.

Bracken Ridge and District Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned 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	AO1 <i>Development complies with the number of storeys and building height in Table 7.2.2.3.3.B.</i> <i>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</i>	Not applicable. Proposal is for a 1 into 3 lot reconfiguration. No new buildings are proposed. Any future building will be subject to relevant approval. The site is not within any Local Plan sub-precinct specified in the building heights table.

not prejudice the development of an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		
<i>If in the Bald Hills village centre precinct (Bracken Ridge and district neighbourhood plan/NPP-006)</i> Not applicable.		
PO2 <i>Development in a centre ensures built form is consistent with the commercial built form of a traditional suburban street, remains compact and walkable, and ensures integration with the surrounding residential areas and links to public transport.</i>	AO2.1 <i>Development is in accordance with Figure e.</i>	
	AO2.2 <i>Development provides a building form which includes:</i> <i>a sufficient pedestrian pavement width consistent with existing development to allow on-street activity;</i> <i>awning structures provided over pedestrian footpaths;</i>	

	<i>buildings sited on the front property alignment facing the road.</i>	
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If in the Carseldine residential precinct (Bracken Ridge and district neighbourhood plan/NPP-001), Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002), West Aspley residential precinct (Bracken Ridge and district neighbourhood plan/NPP-003), Bracken Ridge east precinct (Bracken Ridge and district neighbourhood plan/NPP-005), Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011) or the North Bracken Ridge precinct (Bracken Ridge and district neighbourhood plan/NPP-012)

[Not applicable.](#)

PO3 <i>Development for residential uses integrates and connects with surrounding communities and where containing habitat and biodiversity values facilitates safe fauna movements through the area.</i>	A03 <i>Development within each precinct is consistent with the following:</i> <i>Carseldine residential precinct (Bracken Ridge and district neighbourhood plan/NPP-001) – Figure b;</i> <i>Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002) – Figure c;</i> <i>Note—Locations identified for multiple dwellings in Figure c applies only to land in the Emerging community zone. Multiple dwellings are not accommodated in the Low density residential zone.</i>	
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	<i>West Aspley residential precinct (Bracken Ridge and district neighbourhood plan/NPP-003) – Figure d;</i> <i>Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-0011) – Figure g;</i> <i>North Bracken Ridge precinct (Bracken Ridge and district neighbourhood plan/NPP-0012) – Figure h.</i>	
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PO4 <i>Development must utilise established district sewerage infrastructure.</i>	AO4 <i>Development is designed and constructed to access the existing Cabbage Tree Creek sewerage system via gravity feed.</i>	
<i>If in the Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002) where:</i> <i>in the Emerging community zone;</i> <i>for a multiple dwelling;</i> <i>on a site 15,000m² or greater in area;</i> <i>Not applicable.</i>		
PO5 <i>Development size and bulk:</i>	AO5.1 <i>Development has a maximum gross floor area of 80% of the site area.</i>	

<i>results in a low–medium to medium density building form that integrates with the established built form and minimises impacts, including overshadowing and overlooking on adjoining low and low–medium density developments;</i> <i>maintains a low to low–medium density streetscape.</i>	AO5.2 <i>Development provides a landscape buffer that is planted with advanced species along boundaries to an adjoining site that has been developed at a lower building height.</i>	
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<i>If in the Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011), where in the Sport and recreation zone and for indoor sport and recreation</i> <i>Not applicable.</i>		
PO6 <i>Development must provide adequate visual screening to adjoining residential areas and to the Gateway Motorway.</i>	AO6.1 <i>Development provides a landscape buffer of 3m along the common boundary with residential uses.</i>	
	AO6.2 <i>Development provides a landscape buffer of 6m along the site boundary to the Gateway Motorway.</i>	
<i>If in the Relocatable home parks precinct (Bracken Ridge and district neighbourhood plan/NPP-004), where involving the removal of a relocatable home and on a site indicated in Figure a, Figure c and Figure f</i> <i>Not applicable.</i>		
PO7	AO7	

<i>Development must address and mitigate the social and health impacts created by the removal of the relocatable home.</i> <i>Note—A social health impact assessment report prepared in accordance with the Social health impact assessment planning scheme policy can assist in demonstrating achievement of this outcome.</i>	<i>No acceptable outcome is prescribed.</i>	
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Primary Code

Subdivision Code

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: - enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; - are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; - feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; - complement the streetscape, local context and character for the locality; - address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4	A01.1 The subject property is located in the Emerging Community Zone. The proposed lots are 677m ² , 659m ² , and 5,705m ² with >12m frontages. The average lot size exceeds 400m ² . All lots can contain the minimum rectangle of 6m x 15m specified in the Table. The minimum lot size provided for in the Table is 350m ² with an average width of 10m. Average widths exceeding 10m comply. This proposal meets all Performance Criteria as it: enables the relevant outcomes and standards required by the planning scheme to be complied with for the intended use. (i.e. Houses can be accommodated)

	of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions. A01.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.	- the proposed lots are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site. (Complies) - features a usable shape able to accommodate a suitable dwelling. - complements the streetscape, local context and character for the locality. - addresses development constraints (Complies) A01.2 Not applicable. No building envelopes are proposed. No significant vegetation for retention was identified (see Ecology Report attached).
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	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.	A01.3 Not applicable. No shared titles are proposed.
	A01.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.	

	Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: - physical inspection is undertaken at the framing stage of construction; - written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; - other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: - do not rely on excessive cut and fill; - do not intrude into areas of waterway and environmental significance; - ensure any cutting, filling, retaining walls and earthworks:	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: - result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: - a single level change; or - any step in a series of level changes.	AO2.1 Complies. No significant earthworks are proposed at this stage.

i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements.	iii. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; iv. limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis. AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to	AO2.2 Complies. The maximum long axis crossfall is 1:25 (4%). This does not exceed the 10% permitted. The maximum short axis is relatively flat at 1:100 slope. AO2.3 Complies.
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	any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	
	AO2.4 Development does not involve the creation of canals or artificial waterways.	AO2.4 Complies.
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;	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.	AO3.1 No significant changes to the existing verge or kerb and channel are proposed. A crossover will be constructed to provide access. a. No change to the road hierarchy is proposed. b. No pedestrian paths exist in the street. c. Complies. d. All proposed lots will have access to Macaranga Cr as rear lots, retaining the current access via the

c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. reciprocal access easement; or iii. Over common property iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or	easements on to Macaranga Cr., a public road access. e. Utilities (water, sewer, power and telecommunications) are available to the two proposed lots. f. Future growth has been considered. g. Infrastructure is existing. h. Noted. AO3.2 Complies. The existing crossover and driveway will be utilised. AO3.3 Each lot has appropriate direct public road access via the access easements.
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	ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	AO3.4 a. Access is provided via the easements. b. The existing access is well setback from the Lacey Road intersection. c. No pedestrian or cyclist crossings apply in this case.
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	AO3.5 Noted: a. Compliance with TAPS PSP is achieved by the existing (relatively flat) access driveway. b. no cut or fill will exceed 1m in height.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy;	AO4.1 a. No LGIP matters were identified. b. There is no identified non-compliance with the ID PSP. c. The Refuse PSP is complied with in that adequate space on the Macaranga and Lacey frontages is available for bins.

Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.	d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	d. There is no identified non-compliance with the TAPS PSP. e. There is no identified long term infrastructure plan. f. There is no identified non-compliance with the Codes or applicable PSPs. AO4.2 Complies. Stormwater will be discharged into the main in the easement. AO4.3 The site is not on a corner.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by:	AO5 a. No hazards were identified. b. As above. c. As above.

	a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: a. contaminated land; b. transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: 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.	Not applicable	

PO6 Development ensures that any rearrangement of a lot boundary: 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: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO6 No acceptable outcome is prescribed.	Not applicable
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO7 No acceptable outcome is prescribed.	Not applicable. The existing easement will be extended.

PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	AO8.1 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant. AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	Not applicable
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		Not applicable. The proposal is for the reconfiguration of 1 into 3 lots.
PO9 Development ensures that the transport network and all its component elements is designed to:	AO9 Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;	Not applicable

a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
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	Note—This outcome can be demonstrated through an application that: • is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or	Not applicable

b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design,	
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	refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	Not applicable
PO12	AO12.1	

Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;	Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. 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. Not applicable. Not applicable.
	AO12.3 Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	

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 Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m.	Not applicable

	f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.	
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	Noted.
PO15 Development provides intersection designs that ensure:	AO15	Not applicable.

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.	Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	Not applicable.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	Not applicable.
Section C—Specific performance outcomes and acceptable outcomes applicable to development		Not applicable
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		Not applicable

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 scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre;	AO18.1 Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy.	Not applicable

ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as	Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning scheme policy where this information is insufficient. AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	
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determined through a structure planning process. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome AO19.2	Refer to the attached Ecology Report.

	plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.	AO22.1 Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the	The lot sizes add to the range available in the area.

	area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads. AO22.2 Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of	The development provides 3 lots fronting the existing Lacey Road with access via Easement on Macaranga Crescent.
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	subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	No non-residential lots are proposed.
PO24 Development provides a lot mix and location within a residential neighbourhood or	AO24.1 Development where providing lots for multiple dwellings:	No multiple dwelling lots are proposed.

subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length. AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	Not applicable. No lots under 350m² are proposed. Not applicable.
PO25	AO25.1 Development provides lots that are rectangular or regular in shape, with the depth dimension greater	The lot shapes are generally rectangular.

Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.	than the width dimension and in accordance with Table 9.4.10.3.B. AO25.2 Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	Not applicable. Lots exceed 600m²
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	No parkland proposed.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m. Not applicable. No small lots are proposed		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house,	AO27.1 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:	

associated ancillary structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m.	
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	a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		Not applicable
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
	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.	
PO29	AO29 Development provides lots that are arranged to:	Not applicable

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.	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.	
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; b. are not subdivided or otherwise fragmented into unviable lot sizes.	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
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.		Not applicable
PO31 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features;	AO31 No acceptable outcome is prescribed.	Not applicable

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.		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		Not applicable. Site is not located in the Environmental management zone, Rural zone or a very-low density residential potential development.
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan	AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land.	Not applicable.

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> .	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> .	
PO33 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	AO33 Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	Not applicable
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		Not applicable
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		Not applicable

PO34 Development does not result in: a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised. Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.	AO34.1 Development ensures: a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals.	Not applicable
	AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	

Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.		
If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i> Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		Not applicable
P035 Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking;	A035 No acceptable outcome is prescribed	Not applicable

c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
P036 Development provides internal access ways and driveways that: a. are designed to clearly indicate the function of the access way; b. provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	A036.1 Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: a. internal access ways that are designed in compliance with Table 9.4.10.3.C; b. internal driveways serving a single dwelling that are a maximum of 3m wide; c. driveways serving more than 3 lots that are at least 4m wide.	Not applicable
	A036.2 Development involving other purposes, has internal access ways and driveways in compliance with the	

	standards in the Transport, access, parking and servicing planning scheme policy.	
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Secondary Codes

Filling and Excavation Code

Performance outcomes	Acceptable outcomes	Response
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	AO1 Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: (a) 2.5m in a zone in the Industry zones category; (b) 1m in all other zones, or if adjoining a sensitive zone.	No filling or excavation is proposed at this stage which will not exceed 1m.
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.	AO2.1 Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (i) the retaining wall at the property boundary is no greater than 1m above the ground level; (ii) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (iii) the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.	No retaining structures exceeding 1m are proposed at this stage.

Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	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.	No retaining structures exceeding 1m are proposed.
	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.	No retaining structures exceeding 1m are proposed.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble or debris.	Noted.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy; (b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	Not applicable.
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or	Complies. This proposal will have no adverse impacts on services and public utilities.

	relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	A05 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.	The proposal collects surface water from the proposed lots and discharges it to the kerb and channel.
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.	A06 No acceptable outcome is prescribed.	No open drains are proposed.
PO7 Development for filling or excavation:	A07.1 Development for filling or excavation provides water quality treatment that complies with the	Not applicable.

(a) does not degrade water quality or adversely affect environmental values in receiving waters; (b) ensures site sediment and erosion control standards are best practice.	stormwater drainage section of the Infrastructure design planning scheme policy.	
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Not applicable.
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Not applicable.
	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.	Not applicable.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.D, Table 9.4.3.3.E, Table 9.4.3.3.F and Table 9.4.3.3.G. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Not applicable.

demonstrating achievement of this performance outcome.		
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.	Noted.
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.
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 and to reduce any adverse impacts on the landscape;	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies. Landscaping will be provided as required.
	AO12.2 Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design	Not applicable.

(c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	guidelines for water conservation planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf 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.	Noted.

Infrastructure Design Code

Table 9.4.4.3.A— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles; (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape; (h) provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The existing road will be utilised.

PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The existing road will be utilised.
PO3 Development provides a pavement edge which is designed and constructed to: (a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The existing road will be utilised.
PO4 Development provides verges which are designed and constructed to: (a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Complies. The existing road and verge will be utilised.

PO5 Development provides a lane or laneway identified in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	AO5 Development provides a lane or laneway identified in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. No lanes are proposed.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway; (b) an effective, high-quality roadway kerb and 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 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel; (b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway; (g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations;	Complies. • The existing road will be utilised. • Kerbing exists. • The verge exists. • Existing crossover has been completed. • No bikeways are proposed. • Verge will be repaired, if damaged during works. • No new carriageway is proposed. • No new mains are required. • Drainage works design will be completed as detailed by the engineer. • Electrical conduits will be installed as required. Note that solar power with independent batteries are proposed.

(h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(i) drainage works; (j) installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: (a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; (c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities; (f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in	A07 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Not applicable. The proposal does not compromise existing or future bikeways.

accordance with the Infrastructure design planning scheme policy.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Refuse from each lot will be collected from the kerb at Macaranga Crescent. All lots have access through Easement to Macaranga Crescent with sufficient frontage to allow bin collection. The Lacey Road frontage is also available.
	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.
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.	Sewerage and water connections will be made in accordance with QUU standards and provided to each lot.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	Sewerage and water connections will be made in accordance with QUU standards and provided to each lot.
PO10 Development provides public utilities and street lighting which are the best current or alternative	AO10.1 Development provides public utilities and street lighting which are located and aligned to:	Not applicable.

technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	(a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	Noted.
	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.	Noted.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: (a) electricity;	Each lot will be connected to these services. Mains infrastructure is available on the street. It is requested that power or telecommunications connection certificates be conditioned.

	(b) telecommunications services; (c) gas service where practicable.	
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or (b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	Noted.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed:	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not applicable.

(c) as an integrated part of the project design; (d) as conceptually relevant to the context of the location; (e) to reflect and respond to the cultural values of the community; (f) to promote local character in a planned and informed manner.		
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not applicable.
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	Not applicable.

	standards in the Infrastructure design planning scheme policy.	
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be: (c) safe; (d) durable; (e) resistant to vandalism; (f) able to service expected demand; (g) 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.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a	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.

Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services; (h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not applicable.

PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not applicable.
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If for development with a gross floor area greater than 1,000m² Not applicable. No buildings are proposed as part of this application.		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts.	AO20 Development ensures that during construction: (a) the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; (b) adjoining and surrounding landscaping is protected from damage;	Noted.

Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	(c) safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO21.1 Development ensures that demolition and construction: (a) only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; (b) do not occur over periods greater than 6 months.	Noted.
	AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.	Noted.
	AO21.3 Development construction and demolition does not involve asbestos-containing materials.	Noted.
PO22 Development ensures that: (a) construction and demolition do not result in damage to surrounding property as a result of vibration;	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	Noted.

(b) vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.		
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Landscape Work Code

Table 9.4.5.3.C— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable 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.	The vegetation on site is proposed to be removed. Refer to the attached Ecology Report.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	Noted.
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity;	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;	Noted.

(d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	(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; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	
	A02.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	Not applicable. No acoustic barriers are proposed.
P03 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	A03 Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	Not applicable.

PO4 Development has artificial growing environments which: (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.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	Not applicable.
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	Not applicable.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. (c) Refer to the Crime prevention through environmental design planning scheme policy.	Not applicable.
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	Not applicable.
PO6 Development provides landscaping which supports a legible environment that can be	AO6	Noted.

safely navigated by pedestrians and cyclists.	Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	
PO7 Development provides a plant selection which addresses the functional issues of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) character; (e) amenity; (f) ecology; (g) water availability and stormwater treatment.	AO7 Development provides species in accordance with the Planting species planning scheme policy.	Not applicable.
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.
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.
	AO9.2	Not applicable.

	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Not applicable. No shade structures are proposed.
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	AO11 Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.	No retaining walls are proposed at this stage.
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Not applicable.
	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	Noted.

(b) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Noted.
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Noted.
	AO13.2 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.	Not applicable.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	Noted.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	Noted.
	AO13.5	Noted.

	Development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	Noted.

Outdoor Lighting Code

Performance outcomes	Acceptable 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 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (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. 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.	Not applicable. No outdoor lighting is proposed.
	AO1.2 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.	Noted.

Park Planning and Design Code

Table 9.3.17.3— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development ensures that the park is provided and developed: (a) to maximise recreational, visual, cultural and biodiversity values; (b) to a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (c) to meet the requirements of intended users; (d) in appropriate locations that will provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. Note—Refer to the Sport and recreation zone and Open space zone for a description of zone precincts and the Infrastructure design planning scheme policy for a description of park types.	AO1.1 Development provides and embellishes land for public park where identified in a structure plan prepared in compliance with the Structure planning planning scheme policy and the Priority infrastructure plan. Note—All other public park infrastructure (land and embellishment) is required to be provided in accordance with the Priority infrastructure plan and its desired standards of service. Note—The Infrastructure design planning scheme policy provides more detail on land location, embellishment and services.	Not applicable. This proposal does not include a park.
	AO1.2 Development ensures that the width of any park is not less than 10m at any point.	Not applicable.
PO2 Development ensures that the park is transferred into the Council's ownership.	AO2 Development ensures that at the time of registration of title, the park is transferred to the	Not applicable.

	Council without cost except where otherwise provided in an infrastructure agreement.	
PO3 Development ensures that the park has a gradient that is suitable for its intended use, does not pose a safety hazard and allows for ease of maintenance.	A03 Development ensures that for the park: (a) activity or recreation spaces have gradients less than 1V:20H and greater than 1V:150H to suit proposed recreational functions and accessibility and requirements; (b) fields for ball sports have a gradient in the range of 1V:70H to 1V:100H; (c) the majority of vegetated and grassed areas in maintained parklands have gradients less than 1V:6H, grassed areas have gradients no steeper than 1V:4H and unmown vegetated areas have gradients no steeper than 1V:3H.	Not applicable.
PO4 Development ensures that the park is not subject to unreasonable impacts from industrial activities or major transport corridors.	A04 Development ensures that the park does not serve primarily as a buffer to the railway network or a public transport corridor identified in the Strategic framework or to a motorway, arterial road, suburban road or primary freight route.	Not applicable.
PO5 Development ensures access to and within the park is safe and convenient, irrespective of the mode of transport used, and is available for people of differing abilities.	A05.1 Development ensures that paths provided within the park are sited to enable links to other components of the public open space system or local destinations.	Not applicable.

	A05.2 Development ensures that vehicular access provided within the park does not conflict with non-vehicular circulation or impact on the park's open space values.	Not applicable.
	A05.3 Development ensures that the park is not separated from the community it is intended to serve by physical barriers such as fenced service utilities, motorways, arterial roads, the railway network, public transport corridors, rivers or city-wide waterway corridors.	Not applicable.
	A05.4 Development ensures that the park: (a) is located within close proximity to bus routes and bus stops at park frontages; (b) is accessible via footpaths or cycle paths in accordance with crime prevention through environmental design principles; (c) has adequate street frontage to cater for on-street car parking; (d) has adequate off-street car parking for district and metropolitan parks. Note—The Transport, access, parking and servicing planning scheme policy provides detail on parking rates and layout.	Not applicable.
	A05.5	Not applicable.

	Development ensures that the entry nodes of new parks highlight safe access points and provide path connections to major activity spaces and facilities.	
PO6 Development ensures that: (a) public utilities and infrastructure is provided for park-related purposes as required; (b) easements, public utilities and infrastructure do not constrain the intended use of the park and align with the pedestrian and cyclist network to minimise impacts on vegetation and landform. Notes—The Council may accept a park affected by an easement or other infrastructure. In this instance works within the easement are carried out in compliance with the Infrastructure design planning scheme policy and the requirements of the relevant service authority. Notes—The preparation of a park concept plan indicating where and how easements, public utilities and infrastructure are proposed to be located within the park can assist in demonstrating achievement of this performance outcome.	AO6.1 Development ensures that sewer and electricity connections are provided to district and metropolitan parks.	Not applicable.
	AO6.2 Development ensures that water connections are provided to at least one point within the park and to all development boundaries.	Not applicable.
	AO6.3 Development ensures that the park does not contain electricity, oil or gas easements or major sewerage or water infrastructure.	Not applicable.
	AO6.4 Development ensures that the park does not contain services and infrastructure associated with residential, industrial or other development.	Not applicable.

PO7 Development ensures that if contaminated land is proposed as part of the park, it is to be remediated in compliance with the requirements of the State Government and documentation provided from the relevant State Government department in relation to making the site appropriate for use as a park prior to the acceptance of the land by the Council.	A07 Development ensures that land for park purposes is not listed on the State Government Environmental Management Register or the Contaminated Land Register.	Not applicable.
PO8 Development ensures that accessibility and use of the park is not compromised by stormwater infrastructure and discharge. Note—Preparing a park concept plan indicating where and how stormwater infrastructure is proposed to be located within the park can assist in demonstrating achievement of this performance outcome.	A08.1 Development ensures that the park does not contain major stormwater components, including high-velocity overland flow paths, detention basins or other stormwater storage areas.	Not applicable.
	A08.2 Development ensures that all the intended public park and recreation functions are accommodated in the design of the park before stormwater outcomes. Note—Where stormwater infrastructure is proposed to be located within a park, the preparation of a park concept plan informed by investigations relating to hydraulic constraints and risk management can assist in demonstrating compliance with this acceptable outcome.	Not applicable.
PO9 Development ensures that water bodies located in the park contribute to the recreation and	A09 Development ensures that the park does not contain dams or lakes.	Not applicable.

other values of open space.		
PO10 Development ensures that the park enhances the local identity of an area by contributing to local landscape character, visual amenity and a sense of place including but not limited to the provision of public art.	AO10 Development ensures that the design of the park: (a) protects and enhances significant views and vistas; (b) screens areas of poor visual quality; (c) capitalises on landmarks such as significant trees, rocky outcrops and escarpments; (d) ensures park furniture and facilities contribute to high visual quality and have consistent character; (e) incorporates public art to reflect local cultural values and park context in district and metropolitan parks in compliance with the embellishment standards in the Priority infrastructure plan. Note—The Infrastructure design planning scheme policy provides more information on park furniture standards and public art provision.	Not applicable.

PO11 Development ensures that clearance of vegetation and modification of existing landform within the park is minimised.	AO11.1 Development ensures that the park is designed to retain existing vegetation and topographic features. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a landscape management and site works plan and landscape concept plan identifying major elements of the park design including location and extent of existing vegetation and topographic features.	Not applicable.
	AO11.2 Development ensures that the construction earthworks for the park are carried out in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable.
	AO11.3 Development ensures that the park does not contain retaining walls that are built to the boundary of the site.	Not applicable.
	AO11.4 Development ensures that the park contains retaining walls only under the following circumstances: (a) to avoid the creation of extensive, unusable slopes and embankments when stabilising the landform of a park site; or	Not applicable.

	(b) where pathways with low gradients are required, for example, to provide an accessible path of travel; or (c) where a structure is necessary to retain the natural ground level and protect tree roots around the drip line of existing vegetation; or (d) where space is limited and planted embankments are not a reasonable alternative; or (e) following the approval of a submitted landscape concept plan. Note—The Infrastructure design planning scheme policy provides more detail on design standards.	
PO12 Development ensures that visitor comfort in the park is maximised.	AO12.1 Development ensures that adequate shade is provided in the park, through retention of existing vegetation or provision of structures, particularly in activity areas and along paths.	Not applicable.
	AO12.2 Development ensures that planting is provided in the park to reduce glare and reflect radiant heat from hard surfaces. Note—The Infrastructure design planning scheme policy and Planting species planning	Not applicable.

	scheme policy provide more detail on design standards.	
PO13 Development ensures that the park is embellished to: (a) provide a diversity of recreational experiences; (b) ensure that park assets can be maintained over time; (c) be a focal point for the local community incorporating features such as public art, and providing for activities, festivals and events; (d) provide a range of park and visitor facilities such as playgrounds, park furniture, picnic nodes, recreation and sporting facilities.	AO13.1 Development ensures that park embellishments in a non-trunk park are provided in compliance with the Park code. Note—The public park infrastructure embellishment standards are contained within the Priority infrastructure plan.	Not applicable.
	AO13.2 Development ensures that park embellishments in parks that form part of the public park network are provided in compliance with standards in the Infrastructure design planning scheme policy.	Not applicable.
PO14 Development ensures that the landscape works, improvements, maintenance and management requirements for the park are in compliance with relevant Council policies and guidelines.	AO14.1 Development ensures that the landscape works and improvements in the park are designed to: (a) discourage graffiti on walls, for example, retaining walls and acoustic barrier fences; (b) break up large areas of hard landscaping, for example, car parks; (c) add visual interest and structure to extensive open areas; (d) create new spaces, nodes or buffers within the open space;	Not applicable.

	(e) provide screening along site boundaries; (f) enhance areas of retained vegetation; (g) polish run-off from roads and car parks. Notes—The preparation of a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome. Notes—The Infrastructure design planning scheme policy and Planting species planning scheme policy provides more detail on design standards.	
	AO14.2 Development ensures that park maintenance and management requirements are considered in the planning and design of the park and are incorporated in Council’s maintenance schedule. Notes—Preparing a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome. Notes—The Infrastructure design planning scheme policy provides more detail on management and maintenance standards.	Not applicable.
PO15	AO15	Not applicable.

Development ensures that environmental sustainability is promoted in the planning and design of the park.	Development ensures that the planning and design of the park incorporates environmentally sustainable practices, such as: (a) use of local products and materials in the creation of the park; (b) use of recycled, recyclable and durable materials; (c) waste minimisation; (d) use of renewable energy sources including solar energy; (e) water conservation and re-use, including incorporation of rainwater tanks and rainwater use; (f) park maintenance requiring low resource demands.	
PO16 Development creates a safe park environment by incorporating the key elements of crime prevention through environmental design.	AO16.1 Development ensures that the planning and design of the park incorporates the key elements of crime prevention through environmental design by: (a) facilitating casual surveillance opportunities and including good sightlines to key activity areas such as car parks, pathways, public toilets and communal areas; (b) defining different park uses through design and restricting access from park into adjoining private properties;	Not applicable.

	(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and use of active frontages; (d) ensuring key activity 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 key activity areas such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
	AO16.2 Development ensures that the park has a minimum of 50% street frontage along its perimeter to enhance casual surveillance opportunities. Note—The Infrastructure design planning scheme policy provides more detail on access and road design standards.	Not applicable.

	AO16.3 Development ensures the park has a minimum of 50% visually permeable fencing to adjoining residential dwellings or zones, to enhance casual surveillance opportunities. Note—The Infrastructure design planning scheme policy provides more detail on fencing design standards.	Not applicable.
PO17 Development reduces the potential for graffiti and vandalism in the park through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in the layout, building or structure design and landscaping of the park, by: (a) denying access to a potential canvas through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) selecting easy maintenance techniques to ensure graffiti can be readily and quickly removed. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Not applicable.
PO18 Development ensures that the park is maintained until the title for the land comprising the park is transferred to Council.	AO18 Development ensures that the park is maintained by the developer during the on-maintenance phase, that is, the period following the installation of all park landscaping and	Not applicable.

	infrastructure and while the park is publicly accessible and useable, to ensure it is functioning as planned and is safe to access and use. Note—The Infrastructure design planning scheme policy provides more detail on park maintenance standards.	
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Stormwater Code

Performance outcomes	Acceptable 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.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Each lot will drain to the main in Macaranga Crescent via the main constructed in the driveway easement.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	No flooding of nearby premises will result from the proposal.

	A02.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	The proposal complies with the ID PSP.
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.	A03.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Noted.
	A03.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	The system has been designed IAW the ID PSP.
	A03.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	The lawful point of discharge is to the main.
	A03.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Noted.
PO4	A04.1	Flows will be safely conveyed.

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.	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.	
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Flows will be safely conveyed.
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.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development.	Not applicable.
	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.	No detention is proposed.

P07 Development is designed, including any car parking areas and channel works to: a. reduce property damage; b. provide safe access to the site during the defined flood event.	A07.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	Not applicable. The site is not prone to flooding.
	A07.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	The existing road network has been designed IAW the ID PSP.
P08 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.	A08.1 Development ensures natural waterway corridors and drainage paths are retained.	Not applicable.
	A08.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising	Not applicable.

	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.	
	A08.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable.
	A08.4 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.
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	A09 No acceptable outcome is prescribed.	Noted.

PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	Sufficient area has been designated.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development.	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	No private upstream catchments adjoin the site.
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	No undersized existing infrastructure was identified.
PO12 Development provides stormwater infrastructure which: a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event;	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Noted.
	AO12.2	Noted.

b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure.	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.	
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	AO13 No acceptable outcome is prescribed.	Noted.
PO14 Development ensures that: a. unnecessary disturbance to soil, waterways or drainage channels is avoided; b. all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	No earthworks are proposed. Any future earthworks operations will include appropriate sediment control as standard Conditioning to Operational Works Approval.
PO15 Development does not increase:	AO15 No acceptable outcome is prescribed.	Noted.

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

1. 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.
2. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots;
3. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.

[Not applicable.](#)

PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i>. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable.
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PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor’s note—This code does not deal with sewerage which is the subject of the Wastewater code.	AO17 No acceptable outcome is prescribed.	Not applicable.
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the stormwater network which:	AO18 Development protects stormwater infrastructure in compliance with the following: a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan;	Noted.

(i) is required to service the development or an existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long-term infrastructure, may be imposed.	c. the standards for stormwater drainage in the Infrastructure design planning scheme policy.	
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development;	AO19 No acceptable outcome is prescribed.	Noted.

(iii) other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
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Transport, Access, Parking and Servicing Code

Table 9.4.11.3.B— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Transport Impact Assessment was not required as the site is less than 1 hectare in size and the proposal does not involve 20 or more lots. Effective sight distances are available from all crossovers and for traffic exiting the site. Note that the crossover is existing.

- is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
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 State Government and Council.	A02 No acceptable outcome is prescribed.	Not applicable. 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.	A03.1 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.
	A03.2	Each lot is provided with an access easement.

	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.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	Not applicable.
	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.	Noted.
	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.	Complies.
PO5	AO5.1	Not applicable.

Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	A05.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	Not applicable.
	A05.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not applicable.
	A05.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not applicable.
	A05.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Noted.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the	A06 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance	Not applicable.

needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	with the standards in the Transport, access, parking and servicing planning scheme policy.	
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.	A07 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.	Not applicable.
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.	A08 No acceptable outcome is prescribed.	Safe crossing points have been provided in the area.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;	A09.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not applicable.
	A09.2 Development which is not a major development (as described in the Transport, access, parking and	Complies.

(b) ensure the amenity of adjacent premises, from impacts such as noise and light.	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.	
	A09.3 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.	Safe sight distances are available from the existing driveway. The crossover is not within 10m of a corner. No crossover is on a blind corner or crest.
	A09.4 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. No crossover is located on an obstruction.
	A09.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Complies. Access easements are provided through Macaranga Crescent.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;	AO10 No acceptable outcome is prescribed.	Not applicable. The existing driveway and crossover will be utilised and retained.

(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. Safe sight distances are available from all driveways. No crossover is within 10m of a corner. No crossover is on a blind corner or crest.
	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.
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 self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Not applicable. Subject property is not in the City core or City frame.

PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development 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. Parking spaces are available in the lots yard areas.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	Each lot can accommodate the future relevant house parking space.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not applicable. No mixed uses are proposed.

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.		
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (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.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	Complies.

PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental	Not applicable. No unobserved public spaces or pathways are proposed.
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	design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvas through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Not applicable.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design	Not applicable.

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.	standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
	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.	Bins can be collected from the street frontage. Refuse collection will be from the kerb for any future house.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Complies.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development) Not applicable.		

PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	AO21.1 Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
	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.

Wastewater Code

Performance outcomes	Acceptable outcomes	Response
PO1 Development ensures that the intensity and scale of the change of use of premises does not: (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 Development ensures that the proposed disposal system complies with the requirements of: (a) section 33 of the Environmental Protection Policy (Water) 2009; (b) AS/NZS 1547:2012 On-site domestic wastewater management; (c) Plumbing and Drainage Act 2002; (d) the Queensland plumbing and wastewater code. Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.	Not applicable. No on site effluent disposal is proposed, Main connections will be provided.
PO2 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: minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments;	AO2.1 Development is on a lot with a minimum size of 2,000m ² or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater.	Not applicable. No on site effluent disposal system is proposed. The area is serviced by reticulated sewerage lines.
	AO2.2 Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:	Not applicable.

limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.	(a) secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; (b) Environmental Protection Policy (Water) 2009; (c) AS/NZS 1547:2012 On-site domestic wastewater management, (d) Plumbing and Drainage Act 2002; (e) Queensland plumbing and wastewater code.	
	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: (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.	Not applicable.
	AO2.4 Development ensures that the proposed sub-surface on-site effluent disposal system is not located: (a) on soils with permeabilities less than 1.06m/day or greater than 3.5m/day;	Not applicable.

	(b) within 0.6m of a permanent water table; (c) within 1m of bedrock; (d) on land composed mainly of sand, gravel, fractured rock or heavy clay.	
	A02.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	Not applicable.
	A02.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	Not applicable.

Overlay Codes

Airport Environs Overlay Code

Performance outcomes	Acceptable outcomes	Response
Section A—If in the OLS sub-categories or the PANS-OPS sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane or Archerfield airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	Complies.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane or Archerfield airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	AO2 Development does not emit into the OLS: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with <u>CASA Advisory Circular AC-139-05(1) Plume rise assessments</u> ; (b) smoke, dust, ash, steam or other airborne particulate.	Noted.

Additional performance outcomes and acceptable outcomes if involving <u>air service</u>		
Not applicable.		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	A03 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	Not applicable.
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	Not applicable.
	AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	Not applicable.
Section C—If in the Public safety area sub-categories		
Not applicable.		
PO5 Development does not expose or increase the risk to public safety.	A05.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	
	A05.2	

	Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	
Section D—If in the Light intensity sub-categories Not applicable.		
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that <u>outdoor lighting</u> : (a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; (b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.	
	AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: (a) coloured flashing or sodium lighting; or	

	(b) glare or upward shining lights; or (c) flare plumes.	
Section E—If in the Aviation facilities sub-categories Not applicable.		
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that: (a) transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or (b) contains a reflective surface that will interfere with the functioning of the aviation facility. Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. Appendix 2 contained in the SPP Guideline, State interest—infrastructure, Guidance on strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.	
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories Not applicable.		

PO8 Development for a sensitive use adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development for a <u>childcare centre</u>, <u>community care centre</u>, <u>community residence</u>, <u>dual occupancy</u>, <u>dwelling house</u>, <u>dwelling unit</u>, <u>educational establishment</u>, <u>health care service</u>, <u>hospital</u>, <u>multiple dwelling</u>, <u>relocatable home park</u>, <u>residential care facility</u>, <u>retirement facility</u> or <u>rooming accommodation</u> located in the ANEF 20-25 sub-category: (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50.	
	AO8.2 Development for <u>short-term accommodation</u> or <u>tourist park</u> located in the ANEF 25-30 sub-category: (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;	

	(c) ensures that external walls are acoustically rated to a minimum of Rw 50.	
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a <u>childcare centre</u> , <u>community care centre</u> , <u>community residence</u> , <u>dual occupancy</u> , <u>dwelling house</u> , <u>dwelling unit</u> , <u>educational establishment</u> , <u>health care service</u> , <u>hospital</u> , <u>multiple dwelling</u> , <u>relocatable home park</u> , <u>residential care facility</u> , <u>retirement facility</u> or <u>rooming accommodation</u> is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	
	AO9.2 Development for <u>short-term accommodation</u> or <u>tourist park</u> is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	

Bicycle Network Overlay Code

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	Response
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off- road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks. No changes will be made to the existing bicycle network.
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:	AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks.

a) The long-term infrastructure for the bicycle network in the long-term infrastructure plans; b) The existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c) the provision of long-term, existing and planned infrastructure for the bicycle network which: 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. 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.	a) for long-term infrastructure for the bicycle network in the long-term infrastructure plans; b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	
PO3 Development provides for the payment of extra trunk infrastructure costs for the following:	A03 No acceptable outcome is prescribed.	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks.

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 bicycle network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. 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.		
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Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk—Typology 1 sub-category or Riverwalk—Typology 2 sub-category Not Applicable		
PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	A04 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	A05.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	
	A05.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	
	A05.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure	

	and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: a) activity nodes; b) entrances and gateways; c) land marks and features of interest; d) visual connectors to the river.	AO6 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	AO7.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	
	AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	
PO8 Development adjoining Riverwalk: a) contributes to the creation of a vibrant and active waterfront; b) provides direct access to Riverwalk	AO8.1 Development adjoining land in the Riverwalk — Typology 1 sub- category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.	

c) allows for visual interaction and surveillance of the public domain.	AO8.2 Development adjoining land in the Riverwalk — Typology 2 sub- category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: a) supports a safe and publicly accessible waterfront; b) enhances the views of the river, both near and far.	AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO9.2 Development ensures that any revetment wall: a) minimises impact on the riparian edge; b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.	

Biodiversity areas overlay code

Table 8.2.4.3.A—Performance outcomes and acceptable outcomes

[illegible]

	AO1.3 Development ensures that management of vegetation undertaken to reduce risk from bushfire hazard, as demonstrated through a Bushfire Management Plan, occurs within a single bushfire management footprint plan no greater than 1500m ² which adjoins the development footprint plan. Refer to Figure c.	The site is not within a mapped Bushfire Overlay area.
PO2 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands are protected to ensure their long-term viability.	A02 Development ensures that the development footprint plan conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value and wetlands in a spatial configuration which: c. conserves areas within the High ecological significance sub-category or the High ecological significance strategic sub-category that connect habitat; d. maximises the size and consolidates areas to be conserved for biodiversity purposes on site; e. provides connectivity between areas to be conserved for biodiversity purposes on site; f. excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration.	Not applicable. No dwelling houses are proposed at this time.
Section B—If for filling or excavation Not applicable		
PO3 Filling or excavation protects the High ecological significance sub-category, the High ecological	A03 Development ensures that filling or excavation, other than where directly associated with habitat	No filling or excavation is proposed at this time.

significance strategic sub-category, the General ecological significance sub-category and the General ecological significance strategic sub-category ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas with strategic biodiversity value, and wetlands, and mitigates the impact on ecological processes. Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome.	restoration, is contained within an area located entirely outside of: h. the High ecological significance sub-category; i. the High ecological significance strategic sub-category; j. the General ecological significance sub-category; k. the General ecological significance strategic sub-category; l. the tree protection zone of non-juvenile koala habitat trees as shown in Figure b. Note—A tree survey prepared in accordance with the Biodiversity areas planning scheme policy can assist in demonstrating achievement of acceptable outcome (e).	
Section C		
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category		
PO4 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value, waterways and wetlands within the High ecological significance sub-category or the High ecological significance strategic sub-category are protected, conserved and restored to ensure the area's long-term viability. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1	AO4.1 Development: a. ensures that the development footprint, including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the High ecological significance sub-category or the High ecological significance strategic sub-category; or b. complies with AO4.2, AO4.3 and AO4.4. AO4.2	An ecological assessment has been carried out and the report is attached to this application. The proposed new lots will require the removal of nine trees. This will be compensated for by intensive rehabilitation on the southern side of the property, with species complimentary to the patch of RE 12.3.6 on the south. The majority of the areas of the site within the High Ecological Significance (HEF) area (on the balance lot) will be protected and enhanced.

	d. provides connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites; e. minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects; f. minimises fragmentation by infrastructure; g. includes a single development footprint plan for each new residential lot to be created which is: a. 1000m² or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, the High density residential zone or the Character residential zone; b. 2500m² or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone; h. excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration. Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.	Noted. An ecological assessment has been carried out and the report is attached to this application.
	AO4.4 Development is designed to minimise edge effects by locating land uses compatible with the long-term preservation of biodiversity adjacent to areas within the High ecological significance sub-category or the High ecological significance strategic sub-category, including: c. esplanade roads and pathways;	Noted. An ecological assessment has been carried out and the report is attached to this application.

	d. landscaping or habitat restoration areas consisting of local indigenous plant species; e. open space land uses; f. employee or communal recreation areas; g. stormwater management infrastructure where adopting water sensitive urban design solutions. Note—Guidance on development design to minimise edge effects is included in the Biodiversity areas planning scheme policy.	
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category, where involving a new road Not applicable		
PO5 Development for a road is designed and constructed to facilitate the safe movement of native fauna.	AO5 Development incorporates location-specific wildlife movement solutions, on any roads which dissect an area within the High ecological significance sub-category or the High ecological significance strategic sub-category. Note—Locations for wildlife movement solutions may be indicated on the Streetscape hierarchy overlay mapping. Guidance on wildlife movement infrastructure is included in the Infrastructure design planning scheme policy	No new road is proposed.
If a site is wholly or partly in the General ecological significance sub-category or the General ecological significance strategic sub-category Not applicable		
PO6 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands within the General ecological significance sub-category or the General ecological significance strategic	AO6.1 Development: g. ensures that the development footprint including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire	

sub-category area are protected, conserved and restored to ensure the area's long-term viability. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.	management access and buffers, are located wholly outside the General ecological significance sub-category or the General ecological significance strategic sub-category; or h. Complies with AO6.2 and AO6.3 AO6.2 Development ensures that the development footprint, design and layout are informed by an ecological assessment which: c. identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value, waterways and wetlands; d. identifies the likely impacts of the development to biodiversity; e. outlines how any potential impacts on biodiversity will be avoided and mitigated. Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy. AO6.3 Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, waterways and wetlands in a spatial configuration which: d. maximises the size and consolidates areas of strategic biodiversity value to be	
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	conserved for biodiversity purposes on site and in combination with adjoining sites; e. maximises connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites; f. minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects; g. minimises fragmentation by infrastructure; h. includes a single development footprint plan for each new residential lot to be created which is: i. 1000m² or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, or the Character residential zone; or ii. 2500m² or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone; i. excludes filling or excavation from areas to be conserved for biodiversity except where it is directly associated with habitat restoration or revegetation works. Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.	
If a site is wholly or partly in the Koala habitat area sub-category, where not in the High ecological significance sub-category, High ecological significance strategic sub-category, General ecological significance sub-category or General ecological significance strategic sub-category Not applicable		
PO7	A07.1	

Development is located and designed to protect and enhance koala habitat by: b. reducing threats to resident and transient koalas; c. protecting the maximum number of non-juvenile koala habitat trees in the Koala habitat area sub-category; d. consolidating and maximising the size of areas to be conserved on site and in combination with adjoining sites; e. minimising the edge-to-area ratio of areas to be conserved, to limit edge effects; f. providing connectivity and safe koala movement between koala habitat areas. g. minimising fragmentation by infrastructure, particularly roads; h. excluding filling or excavation from areas to be conserved. Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.	Development ensures that the development footprint, design and layout, including roads, are informed by an ecological assessment which identifies koala habitat trees, movement corridors and the likely impacts to koala habitat as a result of the development. Note—Guidance on identifying koala habitat, completing an ecological assessment and designing development to protect koalas is included in the Biodiversity areas planning scheme policy. A07.2 Development ensures that the development footprint, design and layout: d. protects non-juvenile koala habitat trees; e. maximises the size and consolidates areas to be conserved as koala habitat on site and in combination with adjoining sites; f. maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites; g. excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees. Refer to Figure b. A07.3 Development ensures that landscaping and open space areas incorporate koala habitat trees.	
PO8 Development design and layout facilitates the safe movement of koalas through the landscape.	A08.1 Development ensures that fencing or other barriers are designed to allow safe koala movement, and to exclude koalas from areas containing domestic or security dogs. Note—Guidance on designing development to protect koalas is included in the Biodiversity areas planning scheme policy. A08.2 Development incorporates infrastructure solutions which facilitate the movement of koalas across a	

	road which dissects bushland within the Koala habitat area sub-category. Note—Guidance on wildlife movement solutions suited to use by koalas is included in the Biodiversity areas planning scheme policy. Note—Further guidance on wildlife movement solutions is included in the Infrastructure design planning scheme policy.	
If a site is wholly or partly located in the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, other than for a dwelling house Not applicable.		
PO9 Development which has or is likely to have a significant residual impact on a matter of State environmental significance or a matter of local environmental significance, after all reasonable on-site mitigation measures have been or will be undertaken, provides an environmental offset. Note— Environmental offsets are provided in compliance with the Queensland environmental offsets framework and the Offsets planning scheme policy.	AO9 No acceptable outcomes is prescribed.	

Community Purposes Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
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 Not applicable.		
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: (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.	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.	Not applicable.

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.
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Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (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; (c) the provision of long term, existing and planned infrastructure for the parks network which: 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. Editor's note—A condition which requires a proposed development to keep permanent	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: (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.	Not applicable.

improvements and structures associated with the approved development clear of the area of long-term infrastructure, may be imposed.		
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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 Not applicable.		
PO4 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: (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	AO4 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.	Not applicable.

co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.		
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.	AO5 No acceptable outcome is prescribed.	Not applicable.

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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (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: i. is required to service the development or existing and future urban development in the planning scheme areas; or	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (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.	Not applicable.

ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long-term infrastructure, may be imposed.		
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Critical Infrastructure and Movement Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility		
Not applicable.		
PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.	AO1 Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: i. demonstrates that it services a local/district catchment and can continue to service and access that	Not applicable.

	catchment during a natural disaster event; ii. includes a business continuity plan for the operation of the use or throughout the natural disaster event.	
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation Not applicable.		
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.	Not applicable.
Access by emergency services to medium impact industry, high impact industry or special industry Not applicable.		

PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	AO3 Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	Not applicable.
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Road Hierarchy Overlay Code

Performance outcomes	Acceptable 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: (a) vehicle access is provided to each premise, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	Complies. Current access arrangements to the rear lots through easements will continue. The proposed new lots will have an access driveway and crossover directly on to Macaranga Crescent. The site has an existing minor road frontage.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Not applicable. No freight route exists on the frontages.
	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.	Complies.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Not applicable.
	AO1.5	Not applicable.

	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.	
Section B—If for assessable development for a material change of use Not applicable.		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	A02.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	Not applicable.
	A02.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	Not applicable.

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.	A03 No acceptable outcome is prescribed.	Noted.
If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan		
PO4 Development protects a planned infrastructure corridor on an Infrastructure corridor plan, being: (a) planned trunk infrastructure beyond the planning horizon for which a level of strategic and concept design planning has been carried out by the Council; (b) an item of development infrastructure of importance for future development in the planning scheme area; (c) for the maintenance of proper standards in local development.	A04 Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy.	Not applicable.
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy Not applicable. No changes are proposed to the road network.		
PO5 Development ensures that a new road connection provides:	A05 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.	The road function is preserved.

(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.		
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads;	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.	Noted.
	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	The road function is preserved.

(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.		
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	A07 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Complies. Refer to proposal plan.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	A08 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.	Complies.

Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable 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.	Complies. The verge exists.
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. No street trees will be affected. The existing street trees will be retained.
	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.	Noted.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map;	Not applicable. Corner truncation is in place.

(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.	(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	A03.2 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.
	A03.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	Not applicable.
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: (a) facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport	A04 Development ensures that cross block links are 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	Not applicable.

facilities and public open spaces, including small-scale spaces; (b) ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network.	the Infrastructure design planning scheme policy. Note—Cross block links are shown in the general location in which they are needed.	
PO5 Development ensures that cross block links: (a) are designed and are of a width scale that reflects their function and location; (b) have a strong street presence that signifies that they are publicly accessible; (c) create a 24-hour publicly accessible space with equitable access; (d) are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; (e) are effectively signed, accessible and assist in way-finding.	AO5.1 Development ensures that cross block links are 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.
	AO5.2 Development ensures that a cross block link: (a) is dedicated to the Council; (b) creates a 24-hour publicly accessible space with equitable access; (c) is provided at-grade with an adjoining public area and connects safely without any lip or step; (d) incorporates crime prevention through environmental design principles; (e) incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m;	Not applicable.

	(f) provides lighting and shelter; (g) has signage at each end identifying the connection provided; (h) is straight and allows for visual connection to the other end; (i) does not contain and is not adjacent to bin collection and car parking areas; (j) is not used for vehicle access including service vehicle access. Note—Refer to the Crime prevention through environmental design planning scheme policy.	
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If in or on a site adjoining the Wildlife movement solution sub-category		
Not applicable.		
PO6 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	A06 Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	Not applicable.

8.2.24 Transport noise corridor overlay code

8.2.24.3 Performance outcomes and acceptable outcomes

Table 8.2.24.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.	AO1 Development ensures that each dwelling: 3. has a balcony or outdoor recreation area shielded by the building from direct transport noise; or 4. with a balcony exposed to transport noise has a solid gap-free balustrade.	Noted

Wetlands overlay code

Table 8.2.27.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development ensures that a wetland is protected, conserved and enhanced to ensure the long-term ecological functionality and flood storage function. Note—Guidance on how to prepare an ecological assessment to inform location of the development footprint and to minimise edge effects is provided in the Biodiversity areas planning scheme policy.	AO1.1 Development ensures that the development footprint, including any road, and any associated filling or excavation is situated wholly outside the wetland. Note—Where complying with this acceptable outcome, AO1.2 and AO1.3 do not apply. AO1.2 Development which does not comply with AO1.1 ensures that the development footprint and filling or excavation is located to conserve the ecological function of the wetland by: c. maintaining or reinstating ecological connectivity with any adjacent area of High ecological significance sub-category or the High ecological significance strategic sub-category as identified on the Biodiversity areas overlay map; d. minimising edge effects by limiting the edge-to-area ratio of the wetland; e. minimising fragmentation, including by infrastructure, such as roads, sewer lines, stormwater management devices;	A small wetland area has been marked on the mapping system. No wetland was identified on the site. It appears this is a legacy overlay and will be removed at some point in the future.

	f. minimising adverse impacts on water quality. Note—The location of the development footprint and filling or excavation should be informed by an ecological assessment prepared in accordance with Biodiversity areas planning scheme policy.	
PO2 Development ensures that adverse change to the existing hydrological regime experienced by the wetland is minimised.	AO2 Development ensures that an integrated site-based stormwater management system: a. minimises change to the natural hydrological regime of the wetland; b. provides for maintenance or improvement of water quality in the wetland. Note—A site-based stormwater management plan and supporting hydraulic and hydrology report prepared in accordance with Chapter 7 of the Infrastructure design planning scheme policy can demonstrate the mitigation of hydrological changes to the wetland.	Noted