



# Urbicus

Urban Planners | Property Advisors | Development Facilitators

## Site

97-121 Sweets Road,  
**PALLARA**

**BCC DS**  
**LODGED**  
02/08/2024  
**APPLICATION REF**  
A006583620

## Proposal

2 Into 40 Lots Subdivision (Over 3 Stages)

## Approvals

Reconfiguring a Lot - Development Permit

**URBAN PLANNING REPORT**

**August 2024**

**Document Control**

Issue	Revision	Issued to	Date	Reviewed by
1	Draft	KT	20/07/2024	Urbicus
2	Final Draft	MX	25/07/2024	Urbicus
3	Final	MK	02/08/2024	Urbicus

*Urbicus Project Delivery System*

**Document Information**

**Created:** 20 July 2024  
**Last saved:** 2 August 2024  
**Project Manager:** Mark Kierpal  
**Client:** Benny B Davidson & Andrew R Carstens  
**Project Reference:** URB23-019

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# CONTENTS

<b>1</b>	<b>DEVELOPMENT SUMMARY</b> .....	<b>3</b>
1.1	Site Details .....	3
1.2	Application Details.....	3
1.3	Assessment Framework.....	3
1.4	Administration Details .....	3
<b>2</b>	<b>INTRODUCTION</b> .....	<b>4</b>
2.1	Proposal Outline .....	4
2.2	Site Context & Description .....	4
2.2.1	Zoning Pattern .....	4
2.2.2	Surrounding & Adjoining Development .....	4
2.2.3	On-Site Vegetation.....	5
2.2.4	Road & Streetscape Hierarchy .....	7
2.2.5	Site Particulars .....	7
2.3	Urban Services & Infrastructure .....	8
2.4	Easements & Encumbrances.....	9
2.5	Site History.....	9
2.6	Flooding .....	9
<b>3</b>	<b>PROPOSED DEVELOPMENT</b> .....	<b>10</b>
3.1	Summary.....	10
3.2	Rationale.....	10
3.3	Structure Plan .....	10
3.4	Stages 1A & 1B .....	10
3.5	Stages 2A & 2B .....	10
3.6	Stages 3A & 3B.....	11
3.7	Trunk Infrastructure Works.....	11
3.8	Flooding Considerations .....	11
3.9	Ecology Considerations .....	11
3.10	Supporting Information .....	25
3.10.1	Survey & Subdivision Layout.....	25
3.10.2	Civil Documentation .....	25
3.10.3	Ecological Documentation .....	26
3.11	Pre-lodgement Meetings .....	26
<b>4</b>	<b>STATUTORY FRAMEWORK</b> .....	<b>33</b>
4.1	Planning Act (PA) 2016.....	33
4.1.1.	Level of Assessment.....	33
4.1.2.	Public Notification .....	33
4.1.3	State Referral.....	34
4.2	State Planning Requirements .....	34
4.2.1	State Planning Policy (SPP).....	34
4.2.2	State Development Assessment Provisions .....	34
4.2.3	SEQ Regional Plan 2009-2031 .....	35
<b>5</b>	<b>LOCAL PLANNING REQUIREMENTS &amp; ASSESSMENT</b> .....	<b>36</b>
5.1	Level of Assessment .....	36
5.2	Assessment Benchmarks.....	36
5.3	Strategic Framework.....	37
5.3.1	Theme 2.2: Brisbane’s Housing and Accommodation Choices .....	37
5.3.2	Theme 5.5: Brisbane’s Suburban Living Areas .....	38
5.4	Site Zoning .....	40
5.5	Low Density Residential Zone .....	40
5.5.1	Development Location and Uses Overall Outcomes.....	41

	5.5.2	Development Form Overall Outcomes .....	41
	5.6	Neighbourhood Plan .....	42
<b>6</b>		<b>DEVELOPMENT CODES.....</b>	<b>45</b>
	6.1	Subdivision Code.....	45
<b>7</b>		<b>PERFORMANCE OUTCOMES.....</b>	<b>47</b>
	7.1	Lot Layout and Size.....	47
<b>8</b>		<b>RECOMMENDATIONS.....</b>	<b>51</b>
<b>9</b>		<b>APPENDICES.....</b>	<b>52</b>
	9.1	Appendix A – Contour & Detail Survey.....	52
	9.2	Appendix B - Subdivision Layout.....	52
	9.3	Appendix C – Civil Engineering Assessment .....	52
	9.4	Appendix D – Stormwater Management Plan .....	52
	9.5	Appendix E – Detailed Ecological Assessment.....	52
	9.6	Appendix F – Vegetation Retention Plan.....	52

## 1 DEVELOPMENT SUMMARY

### 1.1 Site Details

<b>Address(es)</b>	97 Sweets Road, Pallara 4110 121 Sweets Road, Pallara 4110
<b>Description</b>	Lots 120 & 121 on RP87803
<b>Area</b>	16,149m <sup>2</sup> (97 Sweets Road) + 16,149m <sup>2</sup> (121 Sweets Road) = 32,298m <sup>2</sup>
<b>Easements</b>	No
<b>Landowner(s)</b>	Andrew R Carstens & Jane E Carstens (97 Sweets Road) Benny B Davidson (121 Sweets Road)

### 1.2 Application Details

<b>Proposal</b>	2 into 40 lots subdivision (Over 3 stages)
<b>Approval Sought</b>	Reconfiguring a lot – Development Permit
<b>Development Permit</b>	Yes
<b>Preliminary Approval</b>	No
<b>Level of Assessment</b>	Impact
<b>Referral</b>	Yes
<b>Public Notification</b>	Yes
<b>Staging</b>	Yes – 3 Stages

### 1.3 Assessment Framework

<b>Local Government</b>	Brisbane City Council
<b>Planning Scheme</b>	Brisbane City Plan 2014
<b>SEQ Regional Plan</b>	Urban Footprint
<b>State Planning Regulatory Provisions</b>	Not Applicable
<b>State Planning Policies</b>	Natural Hazards, Risk & Resilience

### 1.4 Administration Details

<b>Applicant (s)</b>	Benny B Davidson & Andrew R Carstens
<b>Contact</b>	Mark Kierpal
<b>Phone</b>	07 3367 1582
<b>Email</b>	<a href="mailto:planning@urbicus.com.au">planning@urbicus.com.au</a>
<b>Project Reference</b>	URB23-019

## 2 INTRODUCTION

### 2.1 Proposal Outline

The proposal seeks a Reconfiguration of a Lot (ROL) Development Permit for a 2 into 40 lot subdivision over three (3) stages.

The Site for redevelopment is inclusive of two (2) allotments, being 97 & 121 Sweets Road Pallara (The Site). Both sites are owned separately.

This report will:

- Describe the site and surrounds;
- Outline the nature of the proposed development;
- Detail the type of development approvals sought;
- Address the relevant Statutory Frameworks;
- Address relevant provisions of the Brisbane City Plan 2014; and
- Identify and address other planning instruments of relevance to the application.

### 2.2 Site Context & Description

#### 2.2.1 Zoning Pattern

The Site and surrounding sites are mapped within the Low-Density Residential Zone (LDR) under Brisbane City Plan 2014 (BCP2014) – see **Figure 2-1**. The Site is also identified within the Lower Oxley Creek south neighbourhood plan, but not within any precincts.



**Figure 2-1 Site Zoning**  
Source: CityPlan 2014 Mapping

#### 2.2.2 Surrounding & Adjoining Development

Land uses to the north and east of The Site are comprised of low-density residential uses over lots varying between approximately 400m<sup>2</sup> and 16,000m<sup>2</sup> depending on recent reconfiguration redevelopment.

Subdivision redevelopment of surrounding sites has primarily occurred along Sweets Road and along both Kraft and Laxton Road (southwest of The Site). The adjoining sites to the northwest and southeast have been reconfigured with future road connections to the northwest (Ventura Road) and southeast (Amalfi Street) – see **Figures** below.

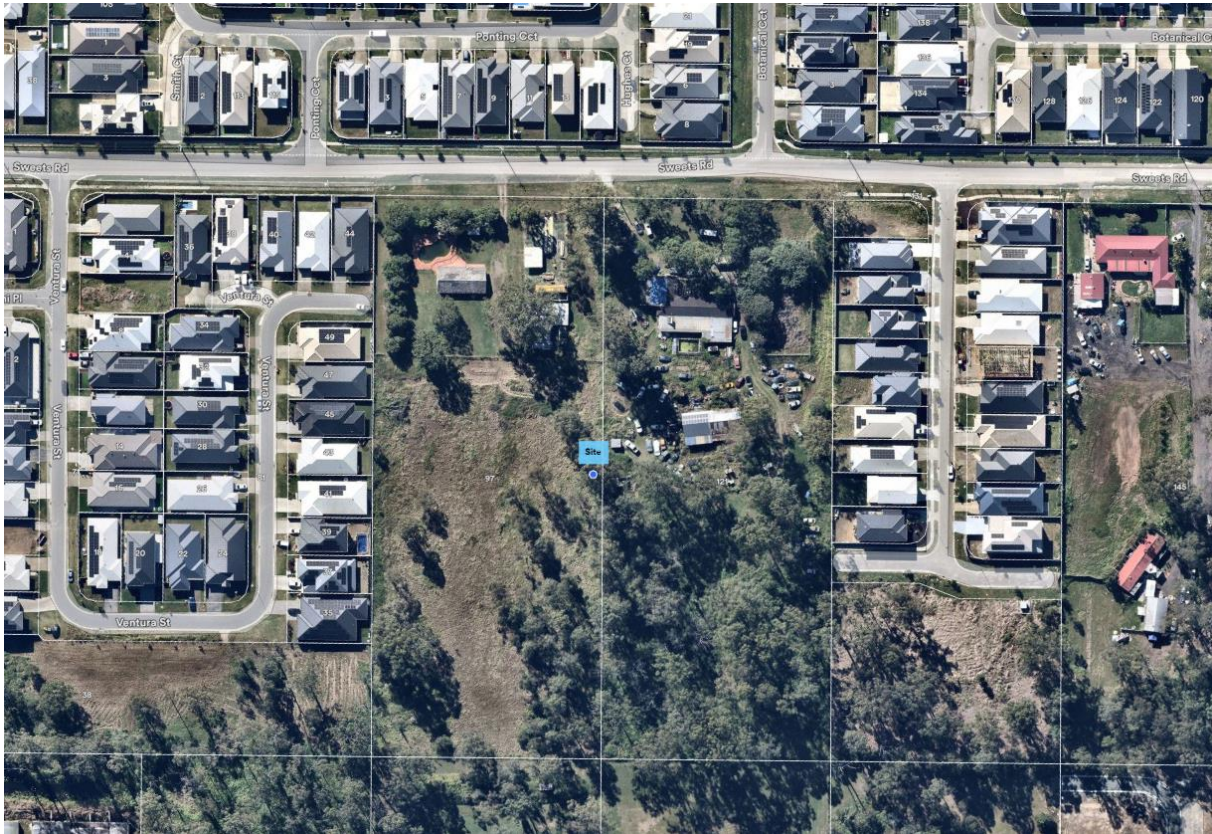


Figure 2-2 Adjoining Development (with future road connections to The Site)

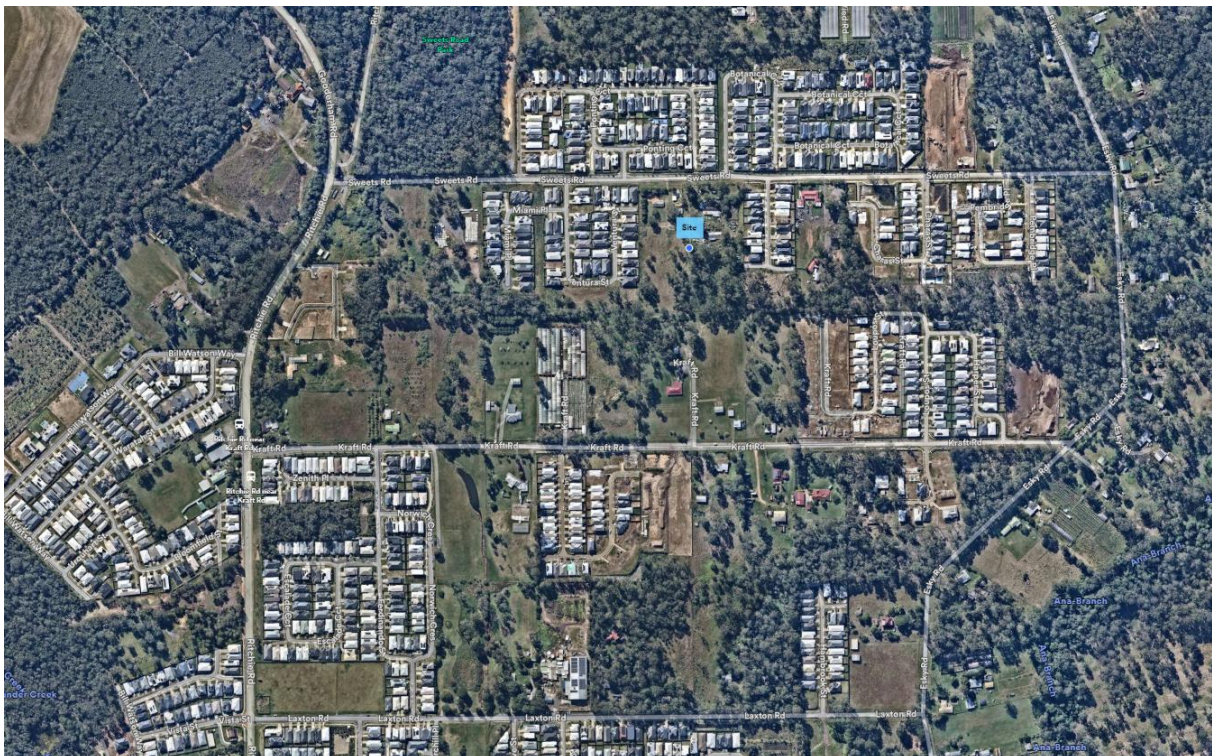


Figure 2-3 Surrounding Subdivision Development

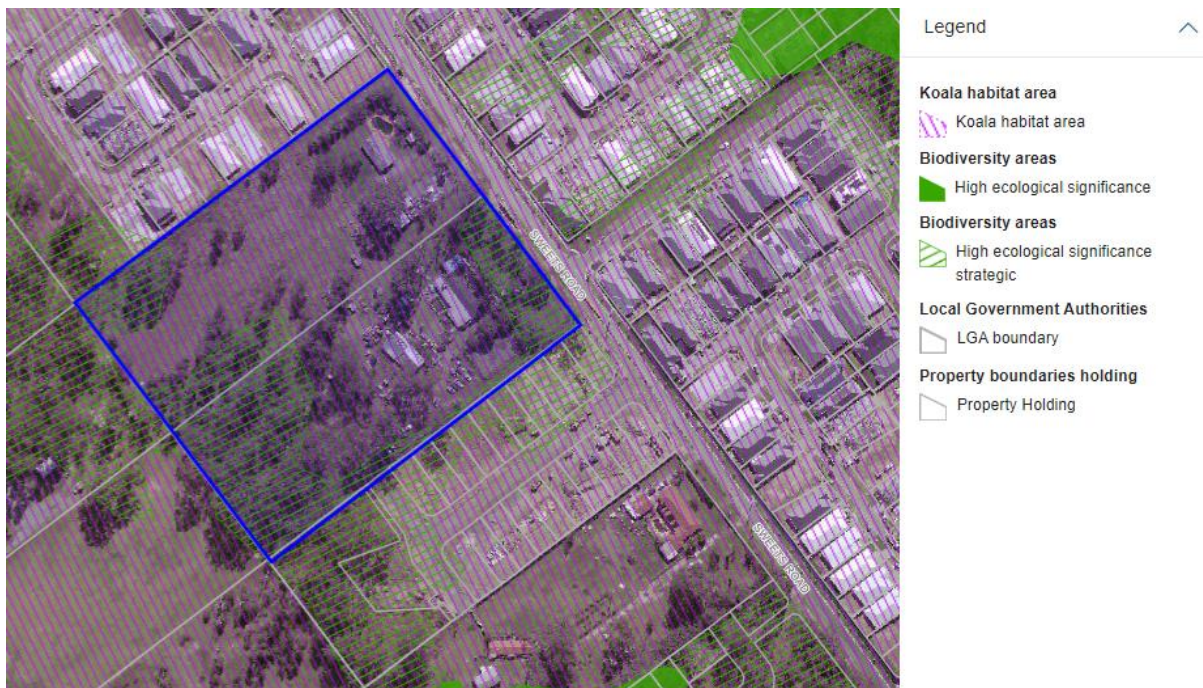
2.2.3 On-Site Vegetation

The southwestern portion and southeastern boundary of 121 Sweets Road is affected by Core Koala Habitat under the state governments Development Assessment Mapping System (DAMS) (see Figure 2-4).

This biodiversity mapping is reflective of BCP's Biodiversity Areas overlay (see Figure 2-5). More detail surrounding the ecological values of The Site is discussed further in Section 3.8.



**Figure 2-4 SARA Core Koala Habitat Mapping**  
Source: CityPlan 2014 Mapping



**Figure 2-5 BCC Biodiversity Areas Overlay Mapping**  
Source: CityPlan 2014 Mapping

### 2.2.4 Road & Streetscape Hierarchy

Under BCP2014, Sweets Road is identified as a Neighbourhood Road and a Neighbourhood Street Minor (see Figure 2-6).

The existing verge width fronting Sweets Road is approximately 8m.



**Figure 2-6 Road and Streetscape Hierarchy**  
Source: CityPlan 2014 Mapping

### 2.2.5 Site Particulars

Table 2-1 details The Site particulars.

Site Description Table	
<b>Address</b>	97-121 Sweets Road, Pallara 4110
<b>Lot Description</b>	Lots 120 & 121 on RP87803
<b>Existing Use:</b>	Residential (detached dwelling houses)
<b>Area:</b>	32,298m <sup>2</sup> (16,149m <sup>2</sup> + 16,149m <sup>2</sup> )
<b>Site Frontage:</b>	162.68m (81.304m + 81.304m)
<b>Dimensions (Approx.):</b>	162.68m x 198.710m
<b>Improvements:</b>	Post war dwelling houses (on each lot)
<b>Slope:</b>	The Site is relatively flat
<b>Lawful Point of Discharge</b>	Sweets Road (both lots)
<b>Access / Cross Over:</b>	Sweets Road (both lots)
<b>Road Hierarchy:</b>	Neighbourhood Road
<b>Footpath:</b>	Yes - Grass
<b>Street Trees</b>	Yes – fronting 97 Sweets Road
<b>Vegetation:</b>	Yes – rear of The Site
<b>Flooding:</b>	Yes – overland flow
<b>Easements:</b>	Nil

**Table 2-1 Site Description Table**

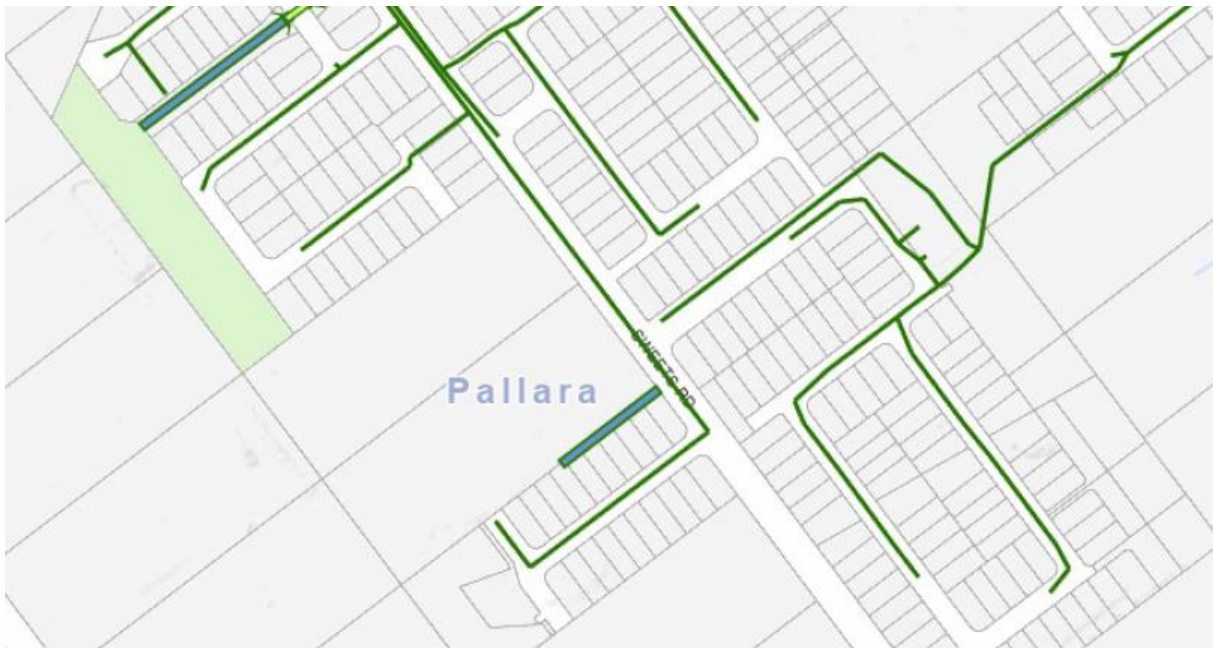
## 2.3 Urban Services & Infrastructure

Table 2-2 and Figures 2-7 & 2-8 illustrate the location of the existing urban services currently servicing The Site. Refer to Section 3.10 for more detail.

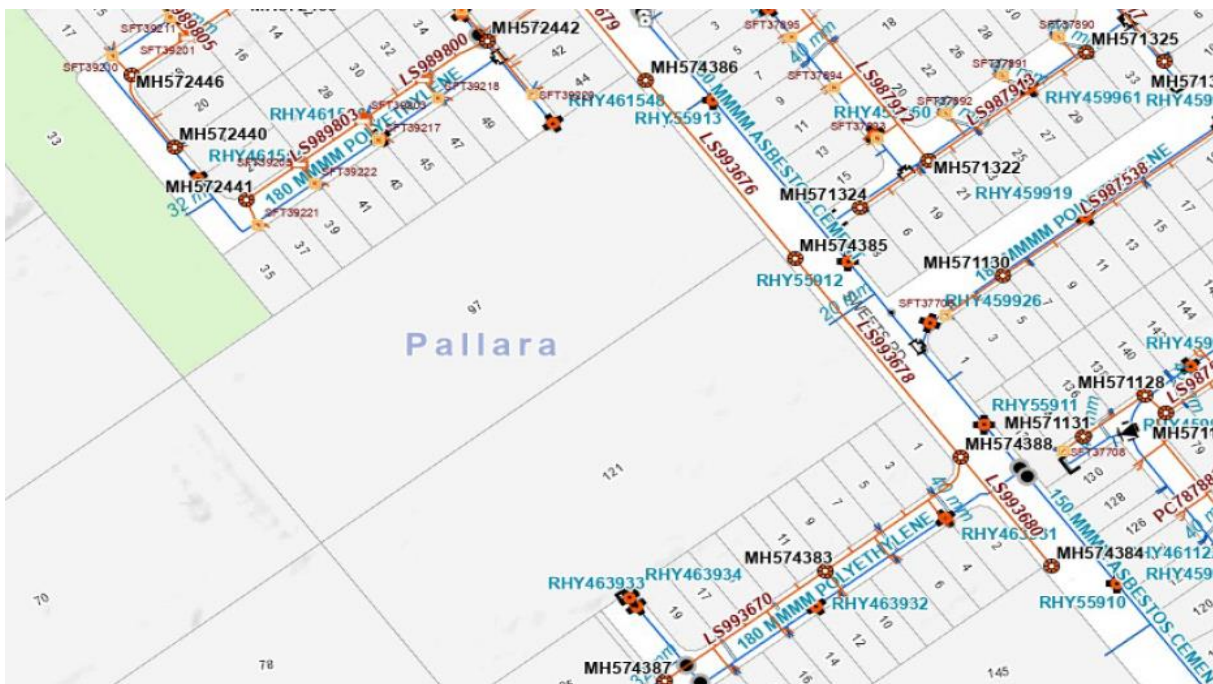
### Urban Services

<b>Water Supply</b>	There are two (2) existing water connections servicing each lot.
<b>Sewerage Reticulation</b>	Sewer connections are available in Sweets Road.
<b>Stormwater Discharge</b>	Existing lawful point of discharge is to Sweets Road.
<b>Road Hierarchy</b>	Sweets Road is identified as a Neighbourhood Road.

**Table 2-2 Urban Services Assessment**



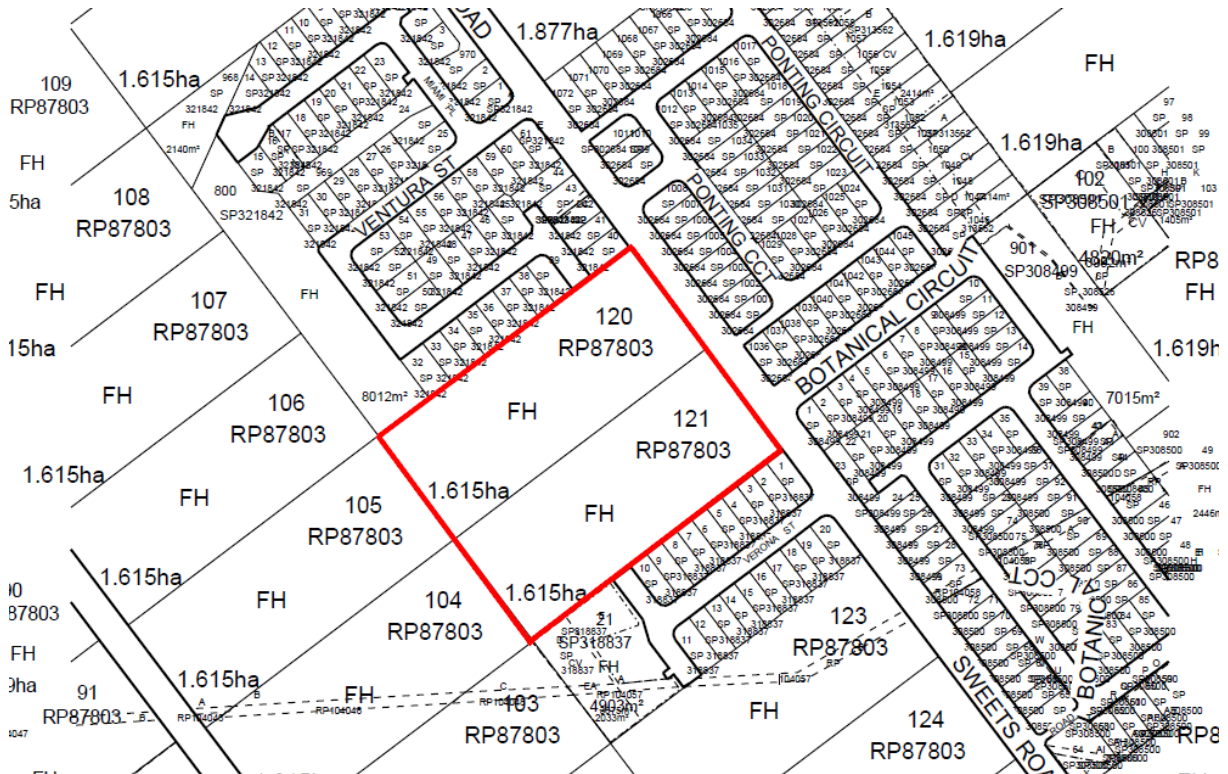
**Figure 2-7 As Constructed Services (Stormwater)**  
Source: BCC eBiMap



**Figure 2-8 As Constructed Services (Sewer & Water)**  
Source: BCC eBiMap

**2.4 Easements & Encumbrances**

The Site is not encumbered by any easements (see Figure 2-9).



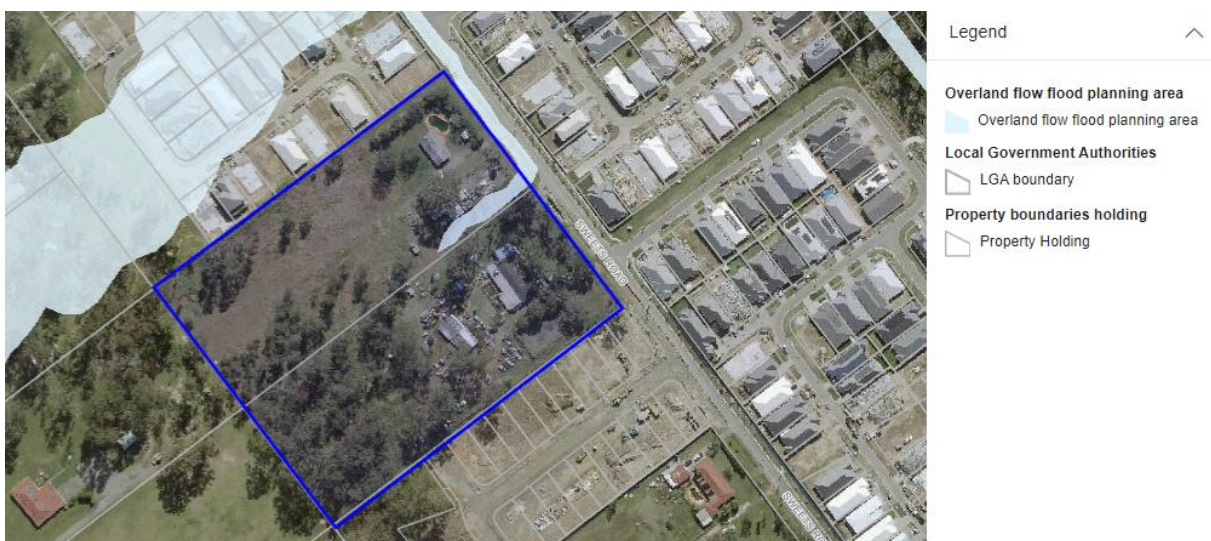
**Figure 2-9 Land Parcel Map (Smart Map)**  
Source: DNRM Smart Map

**2.5 Site History**

There are no records of a recent application or approval over the site on Council’s PD Online website (since January 1, 2004).

**2.6 Flooding**

The Site is affected by an overland flow path – see Figure 2-10. More detail surrounding how the overland flow path affects The Proposal is discussed in Section 3.



**Figure 2-10 Overland Flow Path (BCP2014 Mapping)**

### 3 PROPOSED DEVELOPMENT

#### 3.1 Summary

The redevelopment of The Site involves a Development Application (DA) to BCC to obtain a Reconfiguring a Lot (ROL) development permit for a 2 into 40 lot subdivision (The Proposal).

The Proposal is to occur over three (3) stages, executed independently between both sites (97 & 121 Sweets Road) (see subsequent **Figures** below).

#### 3.2 Rationale

The Proposal and staging strategy are a by-product of several factors.

The first stage (Stages 1A & 1B) of The Proposal will ensure that both The Proposal and surrounding sites are redeveloped in an orderly sequence given the local context (particularly the redevelopment of sites to the southwest along Kraft Road) and the delivery of necessary supporting infrastructure - namely, a new road to the southwest and trunk infrastructure (stormwater) - can be independently developed and informed in a coordinated matter.

Proposed trunk infrastructure works as part of The Proposal are discussed further in **Section 3.7**.

It should also be noted that third parties have expressed interest in acquiring the lots created as part of Stage 1 (management subdivision) as a means of accelerating the delivery of new reconfiguration proposals along Kraft Road as a by-product of the new road and trunk infrastructure works associated with Stage 1A & 1B of this proposal.

#### 3.3 Structure Plan

**Figure 3-1** provides context to The Proposal given the surrounding reconfiguration development, specifically the connection to the existing road networks – Ventura Street (northwest) and Amalfi Street (southeast) - and the delivery of trunk infrastructure works and a centralised new road from Sweets Road to the southwest. **Figure 3-2** also demonstrates how The Proposal will connect to and help deliver new reconfiguration development to the southwest (specifically over 70-78 Kraft Road). Although the included layout formed part of an historical application over 70-78 Kraft Road that was withdrawn (A006000548), the plan illustrates the importance of the sequenced delivery of the new neighbourhood road alignment and trunk stormwater as part of Stage 1A & 1B.

We further note that the proposed new centralised road alignment forms part of BCP2014's "locality features" (new neighbourhood road) and structure plan for The Site and sites to the southwest under Figure a of the Lower Oxley South Neighbourhood Plan (see **Figure 3-3**).

#### 3.4 Stages 1A & 1B

Stage 1 is a 2 into 4 lot management subdivision that involves the exorcising of two (2) central lots for the future road (20m width/ road reserve) and trunk stormwater infrastructure to the southwest. As described in **Section 3.3**, the alignment of this new neighbourhood road has been pre-determined under BCP2014

Stage 1A involves the exorcise of two (2) lots for the road.

Stage 1B involves the delivery of trunk infrastructure works within the 2 central lots.

#### 3.5 Stages 2A & 2B

Stage 2 involves the reconfiguration of 97 Sweets Road.

Stage 2A involves a 1 into 8 lot subdivision (plus a balance lot) and the extension of Ventura Street.

Stage 2B involves the reconfiguration of the balance lot created as part of Stage 2A for an additional 13 lots and a cul-de-sac.

### 3.6 Stages 3A & 3B

Stage 3 involves the reconfiguration of 121 Sweets Road.

Stage 3A involves a 1 into 11 lot subdivision (plus a balance lot with existing dwelling house to be retained) and the extension of Amalfi Street.

Stage 3B involves the reconfiguration of the balance lot created as part of Stage 3A for an additional 8 lots.

### 3.7 Trunk Infrastructure Works

The central boundary of 97 & 121 Sweets Road and frontage of 97 Sweets Road is identified as part of BCC's Local Government Infrastructure Plan (LGIP) for trunk infrastructure. The trunk works relates to three (3) new pipes (future) as part of the local areas stormwater network and to services the sites to the rear. The 3 pipes are identified as PAL-PN – 003, PAL-PN – 004 and PAL-PN – 005 – see **Figures 3-4 & 3-5**.

Further detail pertaining to the delivery of the trunk infrastructure is outlined and described in **Appendix C & D**.

### 3.8 Flooding Considerations

As noted in **Section 2.8**, a minor portion of 97 Sweets Road (southeastern boundary) is affected by a mapped overland flow path. This portion of The Site is location of the new road and trunk infrastructure works (stormwater pipe) within the central portion of The Site.

A stormwater management plan has been prepared to demonstrate how stormwater runoff will be managed and mitigated as part of The Proposal. Earthworks associated with stormwater discharge will also ensure that all lots achieve flood-free building pads. Refer to **Section 3.10** and Civil documents for more detail.

### 3.9 Ecology Considerations

As noted in **Section 2**, The southwestern portion and southeastern boundary of 121 Sweets Road is affected by significant vegetation that is protected at both a state and local government level.

A breakdown of the proposed vegetation removal in core Koala Habitat Areas has been provided in **Appendix F** and **Figure 3-6**.

As noted in **Section 3.7**, the redevelopment of The Site is associated with the delivery of trunk infrastructure works and a new 20m wide road alignment – both of which are planned infrastructure under BCP2014 for The Site - which will enable for the delivery of further reconfiguration redevelopment southwest of The Site. These two pieces of infrastructure are necessary for the delivery of new lots and hence, the orderly sequence of development within the local area and require vegetation removal. Hence, given the location of these two new pieces of infrastructure (pre-determined by BCP2014), the ecological corridor at the rear of The Site will be fragmented.

As noted in **Figure 3-6**, a significant proportion of the vegetation to be removed over The Site is situated outside of identified core Koala Habitat areas (State-level) and the Biodiversity Areas HESS (local-level).

Ecological covenants and Building Lot Envelopes (BLE's) are proposed within the rear portion of both sites (that is, Lots 1-4 + 30-34) which are consistent with reconfiguration development to the northwest and southeast. In support of The Proposal, a detailed ecological assessment has been prepared. The assessment concluded that –

*It should be noted vegetation within proposed lots 1-4 and 30-34 was sparse and contained exotic species, predominantly within the shrub layer. **These 9 proposed lots indicate historical clearing, causing edge effects and reducing ecological values within the site. No locally significant species were identified during S5 Environmental's site visit.***

Given the above, we are of the opinion that the proposed vegetation retention plan is appropriate given the local context, layout of development, delivery of necessary infrastructure to ensure the orderly sequence of development and The Site characteristics.



Figure 3-1 Structure Plan (The Proposal in the context of existing development)

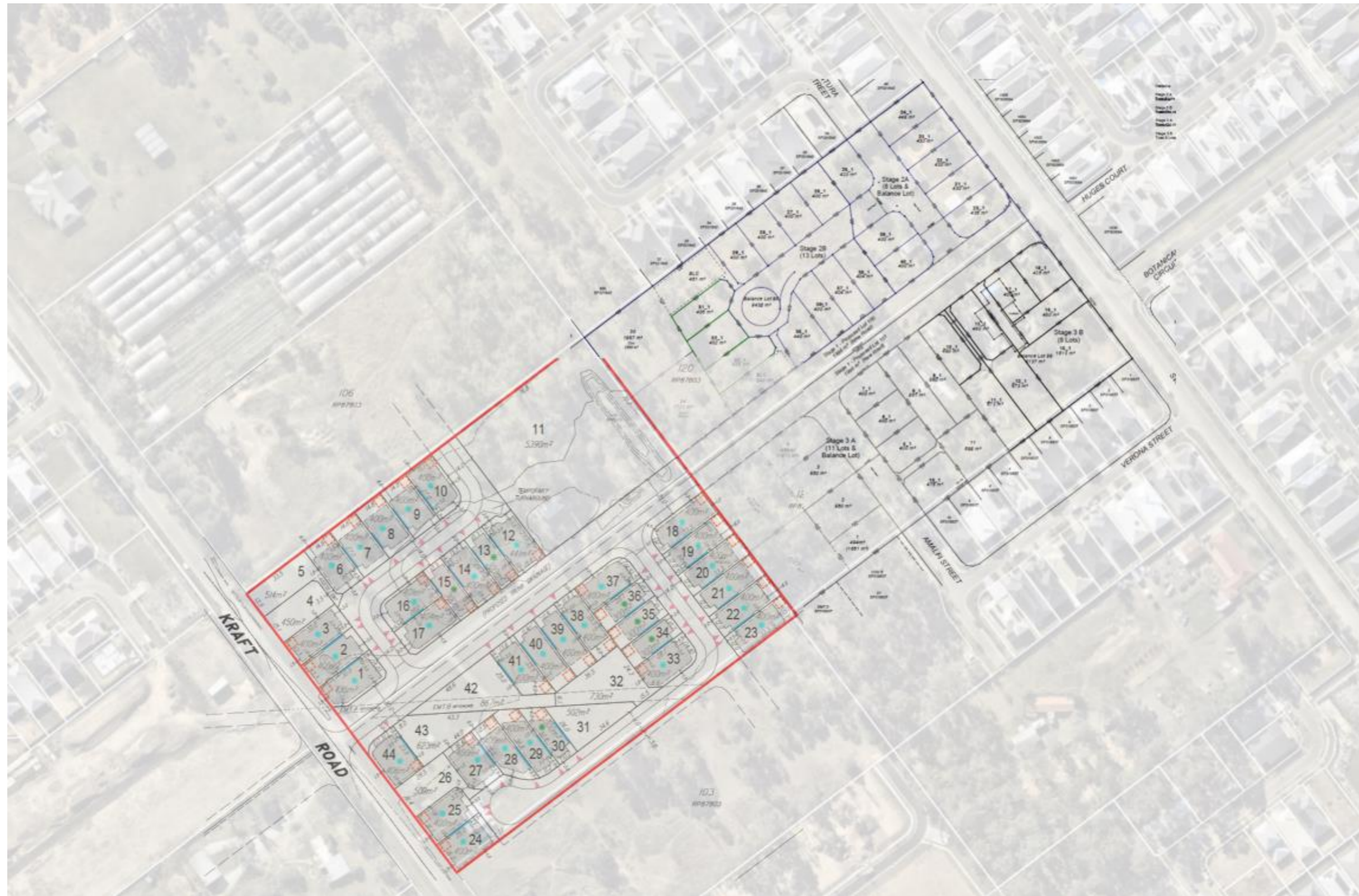


Figure 3-2 Structure Plan demonstrating connection and delivery of infrastructure to the southwest (70-79 Kraft Road)



Figure 3-3 Extract of Figure a of Lower Oxley South Neighbourhood Plan (new neighbourhood roads)



Legend



City Plan 2014 — LGIP — PFTI —  
Stormwater — Future — Pipe — new

— Pipe - new

Local Government Authorities

□ LGA boundary

Property boundaries holding

□ Property Holding

Figure 3-4 LGIP PFTI (BCP2014 Mapping)

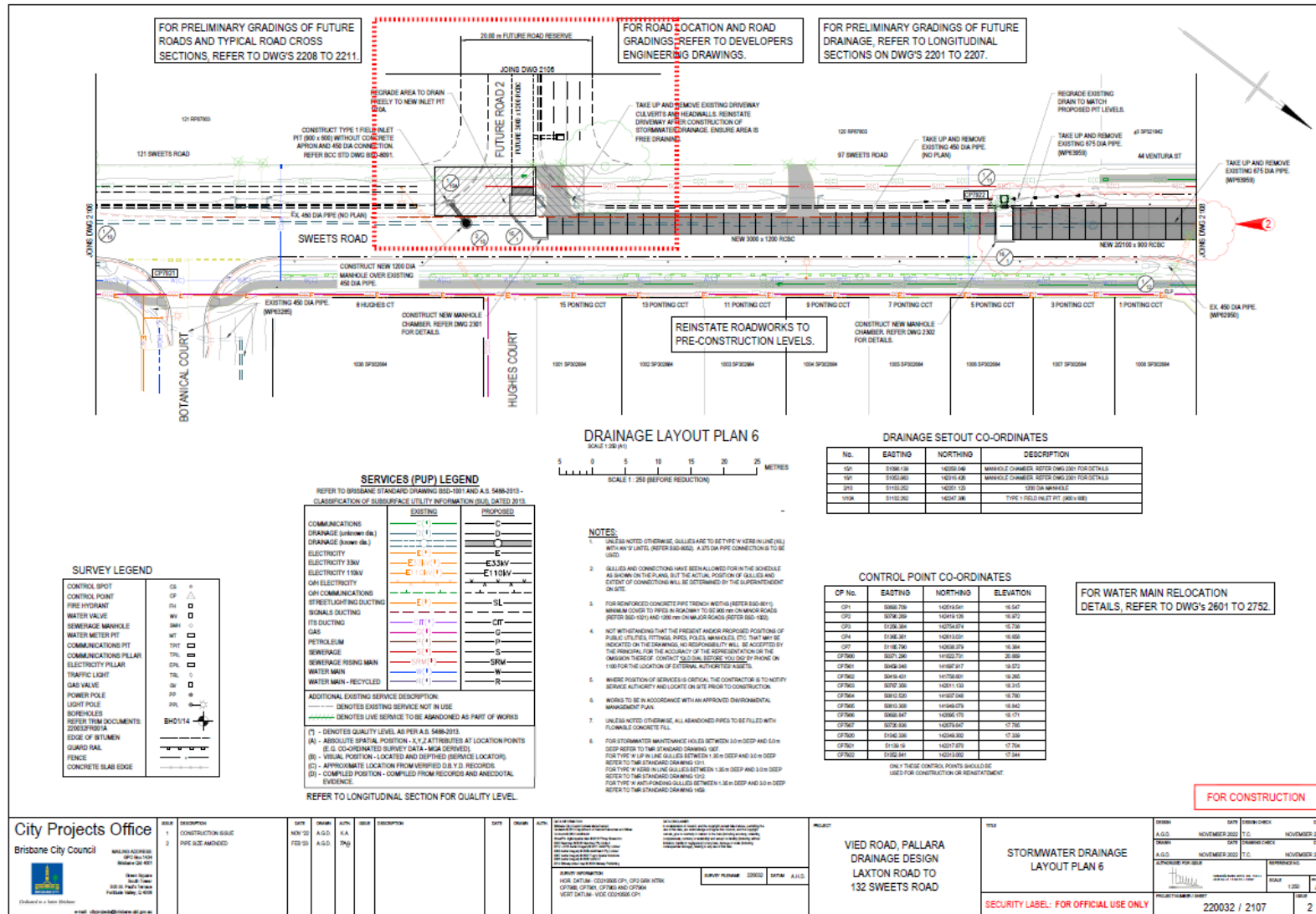


Figure 3-5 Copy of LGIP PFTI Stormwater Draining Layout



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 www.s5consulting.com.au  
 ABN 74 600 187 844

Issue	Description	Date	Client	Project Name	Project No.
D	For Submission	18/07/24	URBICUS	97-121 SWEETS ROAD, PALLARA	SS23098
Drawing Name	<b>VEGETATION RETENTION PLAN</b>				VRP004

Figure 3-6 Vegetation Retention Plan

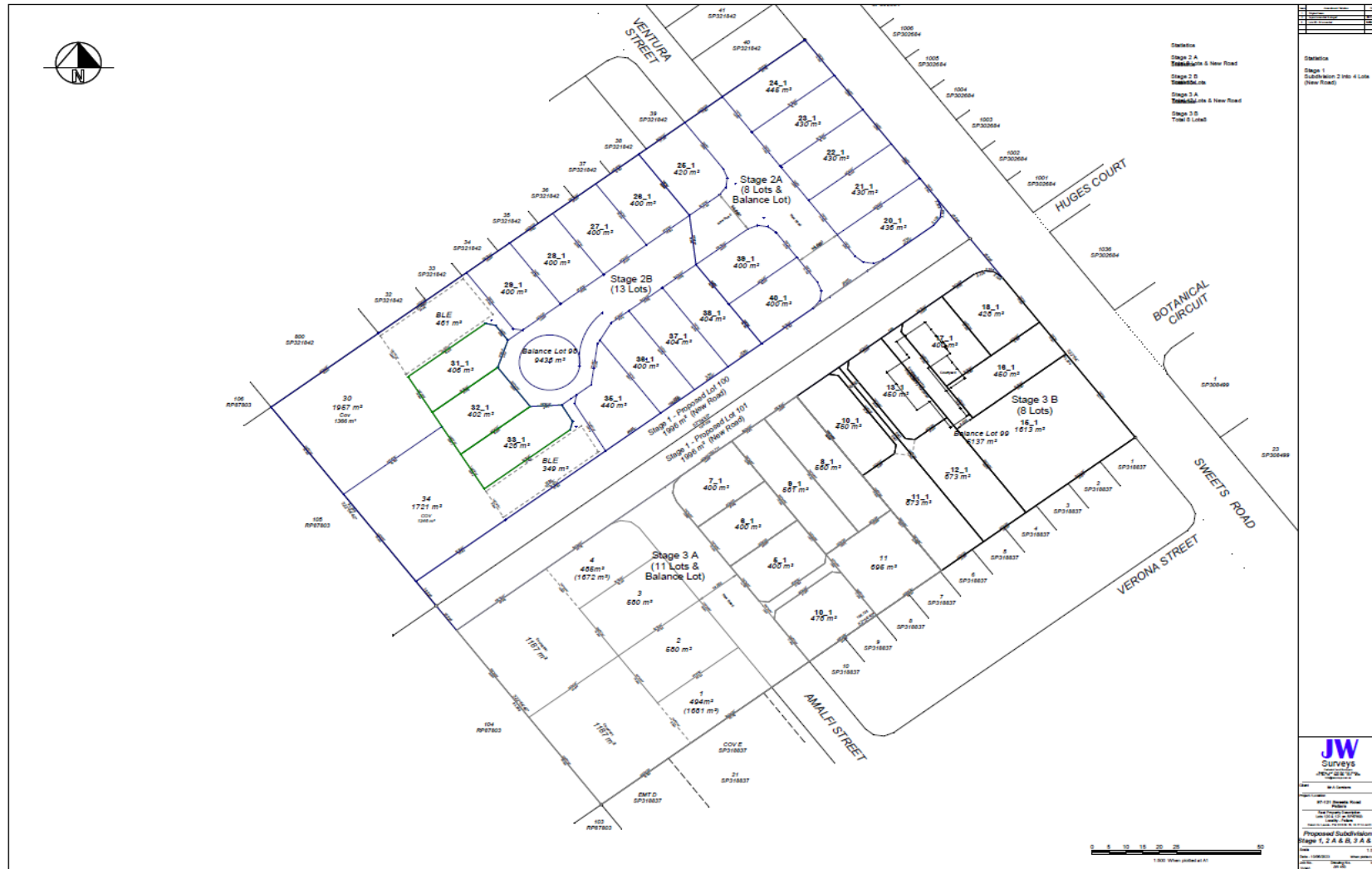


Figure 3-7 All Stages



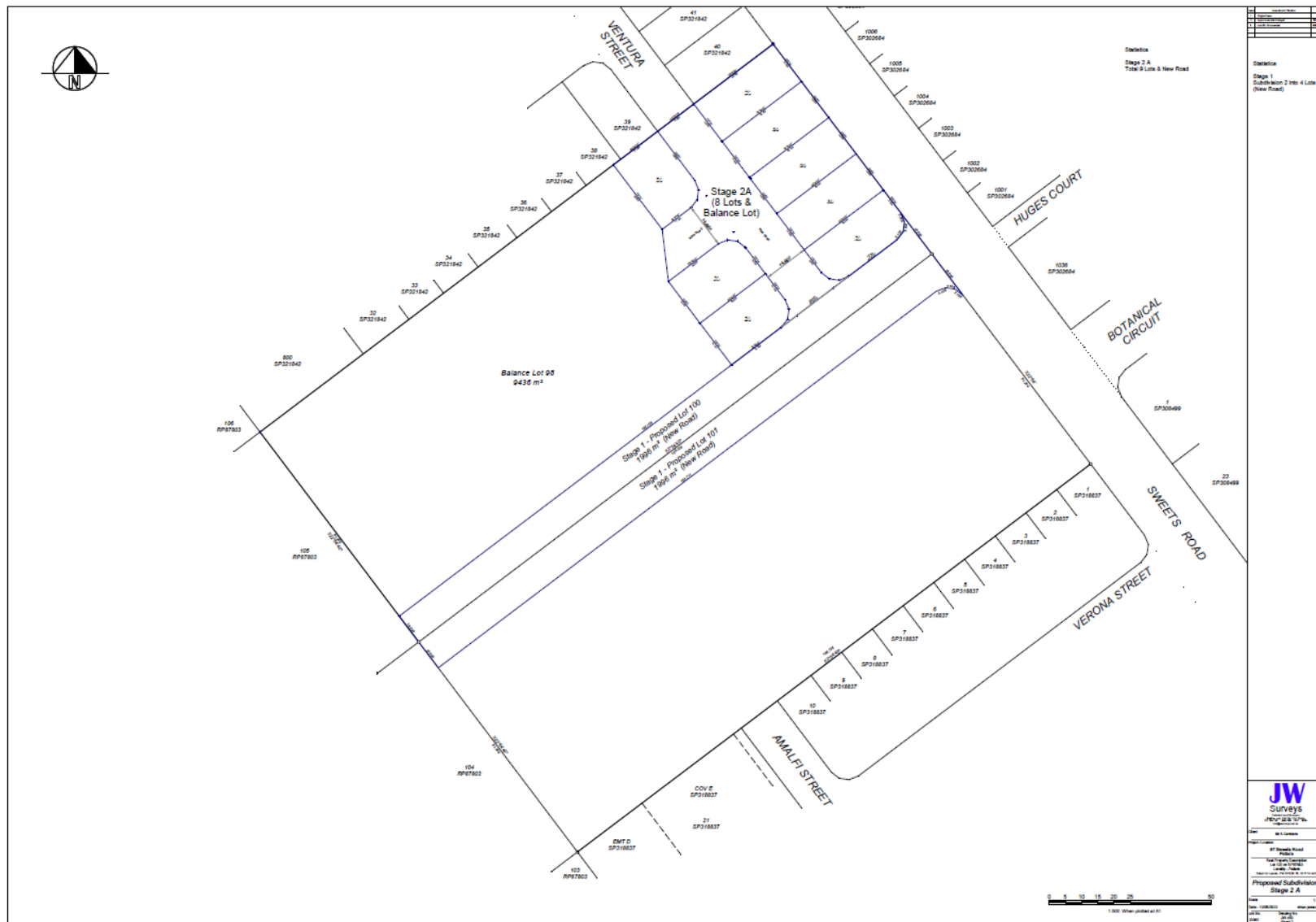


Figure 3-9 Stage 2A

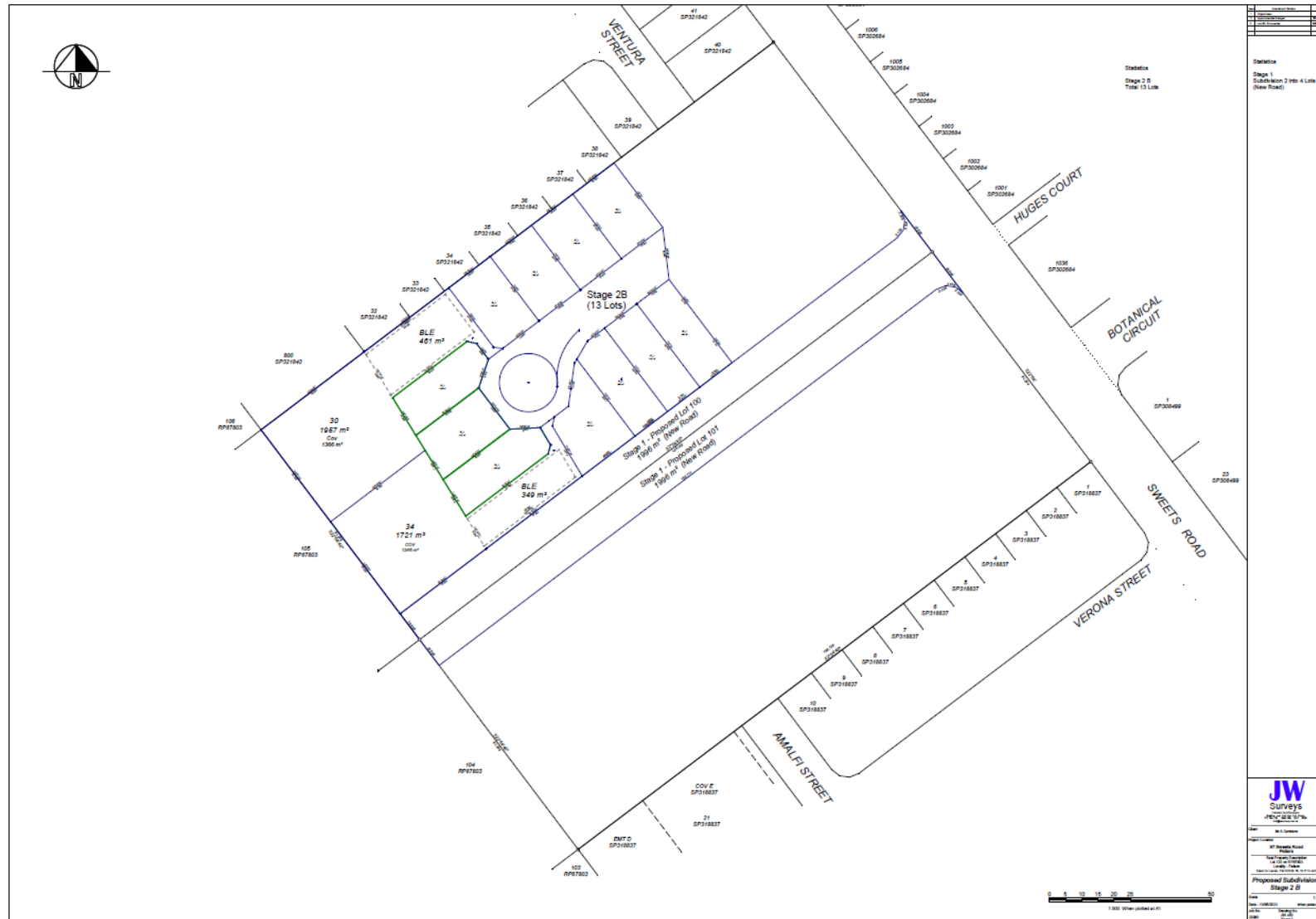


Figure 3-10 Stage 2B

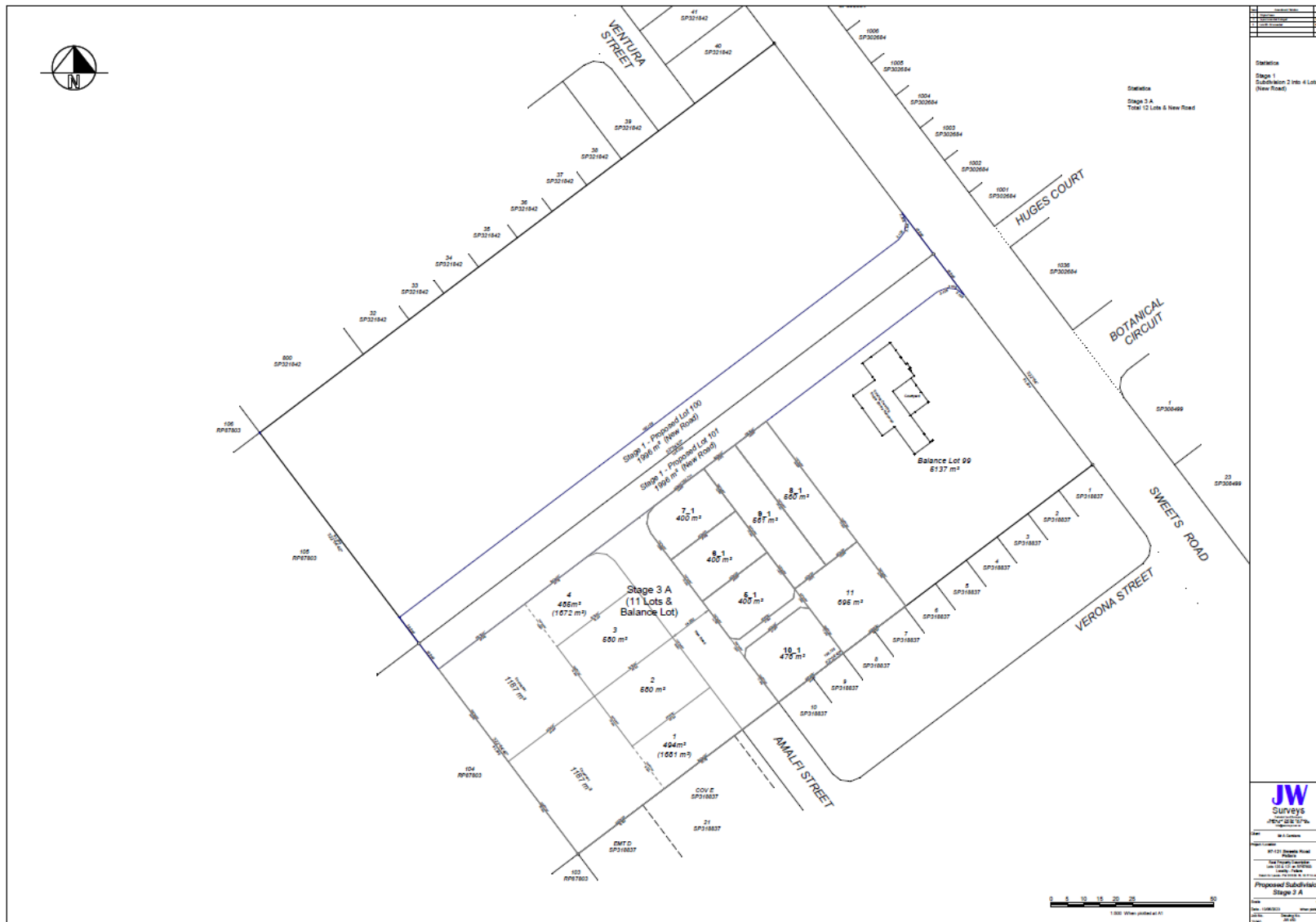


Figure 3-11 Stage 3A

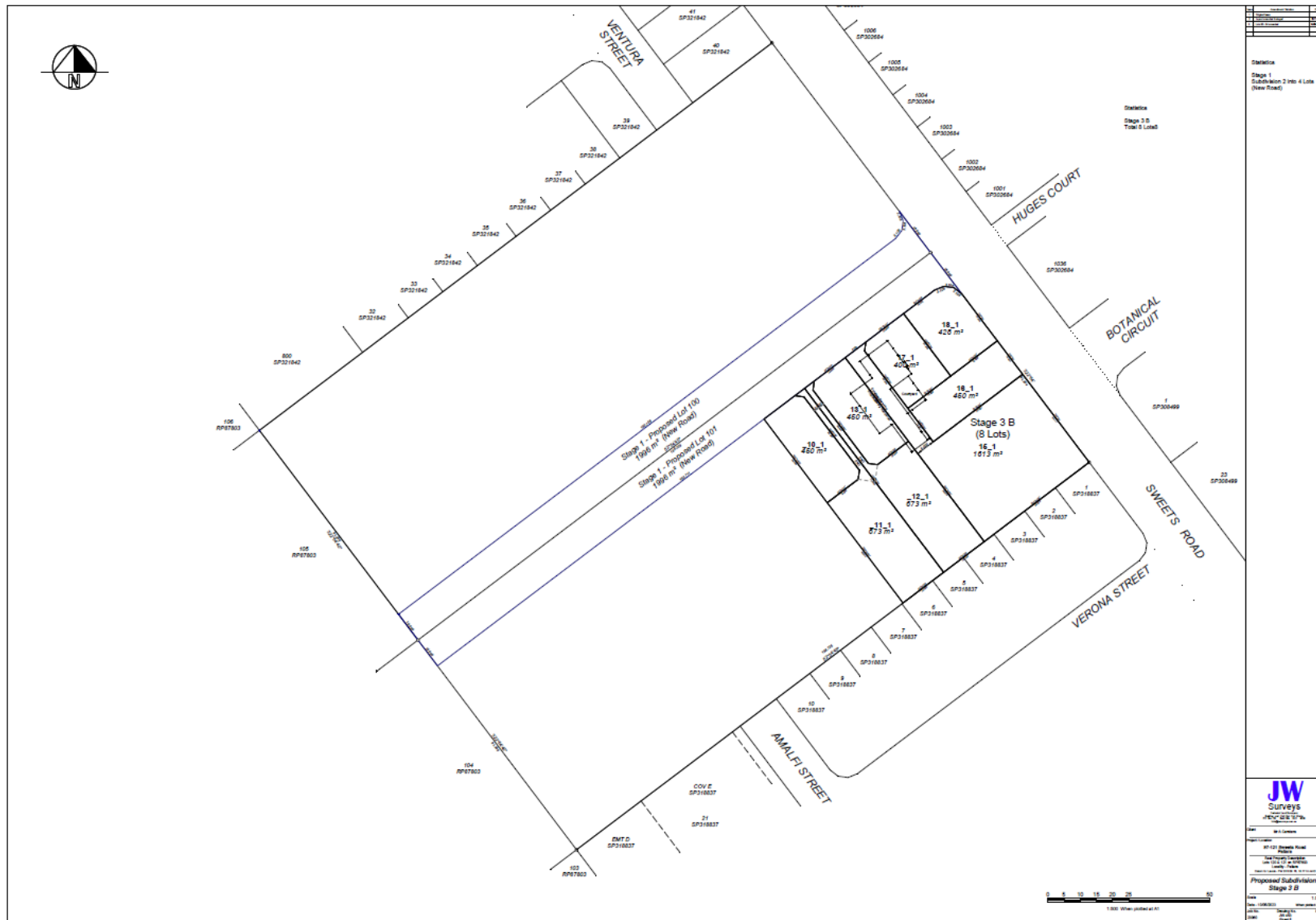


Figure 3-12 Stage 3B

### 3.10 Supporting Information

This report is accompanied by the supporting information identified in the Table below.

Document / Plan / Report	Consultant	Location
Contour & Detail Survey	JW Surveys	Appendix A
Subdivision Layout	JW Surveys	Appendix B
Civil Engineering Assessment	Civil Works	Appendix C
Stormwater Management Plan	Civil Works	Appendix D
Detailed Ecological Assessment	S5 Environmental	Appendix E
Vegetation Retention Plan	S5 Environmental	Appendix F

**Table 3-3-1 Consultants Supporting Information**

#### 3.10.1 Survey & Subdivision Layout

JW Surveys have undertaken a contour & detail survey and prepared the subdivision layout as described in previous sections.

#### 3.10.2 Civil Documentation

In support of The Proposal, Civil Works have prepared both a Civil Engineering Report and a Stormwater Management Plan.

The Civil Engineering Report includes:

- Responses to Stormwater Code, Infrastructure Design Code, and Filling and Excavation Code; and
- Erosion Hazard Assessment.

The report concluded:

*This report addresses the applicable Brisbane City Council code compliance requirements for the project and confirms that the development can be adequately serviced by existing and proposed infrastructure, and that the development can be generally undertaken in accordance with the relevant engineering codes. The findings of the Erosion Hazard Assessment have determined that the site is a 'high risk' for soil erosion and sediment run-off during construction. Final arrangement and site infrastructure requirements are to be confirmed during the detailed design phase.*

The Stormwater Management Plan includes:

- Stormwater quantity strategy
- Stormwater quality strategy
- Operational Maintenance of SQIDs
- Erosion and Sediment Management

The report concluded:

*The lawful point of discharge for the development is the future council owned stormwater infrastructure located within the site.*

*An assessment of the stormwater quantity requirements has been undertaken, and stormwater detention requirements can be waived based on sections 7.5.2.3.a, 7.5.2.3.c, and 7.5.2.3.g of Brisbane City Council's Infrastructure Design Planning Scheme Policy.*

*An alternative solution for stormwater quality is proposed including the provision of a WSUD tree within turf for every 2-3 lots. This is considered appropriate and 'best fit' for*

*nearby developments such as 30 Kraft Road and 46 Kraft Road, and 70-78 Kraft Road. Council have also accepted this strategy recently on similar projects in other areas.*

*An Erosion and Sediment Control (ESC) plan will be completed as part of the detailed design phase of this development, incorporating the recommendations included within this report, and shall be undertaken prior to work commencing on site*

### 3.10.3 Ecological Documentation

In support of The Proposal a detailed ecological assessment and vegetation retention plan has been prepared by S5 Environmental.

The detailed ecological assessment included the following:

- Assessment of vegetation against local, state, and federal legislation.
- Identification of relevant species and ecosystems.
- Identification of site constraints.
- Impacts and mitigation measures for associated ecological values.
- Recommendations to manage and/ or mitigate potential impacts associated with the proposed redevelopment.
- Response to Biodiversity Areas overlay code.
- Response to BCC’s pre-lodgement advice (relevant ecological section).
- Response to Koala Broad-Hectare Area assessment benchmark.

The detailed ecological assessment concluded that:

*Given the current ecological state of the subject site, it is S5 Environmental’s opinion that, with the implementation of the above recommendations, that the proposed future development of the site is **unlikely to have significant residual impact on ecological values within the site and local area.***

The vegetation retention plan provides plans for the removal of vegetation within the relevant local and state mapping ecological & biodiversity overlays and as part of each separate stage.

### 3.11 Pre-lodgement Meetings

A pre-lodgement meeting was held with the Council on 18<sup>th</sup> December 2023. Responses to the supplied advice is in the table below.

Pre-lodgement Advice	Urbicus Response
<b>General Planning Advice</b>	
The subject sites are located within the Low density residential zone and further found within the Lower Oxley Creek south neighbourhood plan. Development for a reconfiguration of a lot in this zone and neighborhood plan triggers impact assessment whereby the reconfigured lots are less than 1,500m2 in the Low density residential zone and the High ecological significance strategic sub-category of the Biodiversity areas overlay in accordance with Table 5.9.38.B of Brisbane City Plan 2014	The level of assessment for the application is Impact.
There are a number of overlays that impact the subject sites which include but are not limited to, the Biodiversity areas overlay, Bushfire overlay, Flood overlay, Regional infrastructure corridors and substations overlay, and the Streetscape hierarchy overlay. While none of these overlays lower the level of assessment, they will need to be considered and addressed	Refer to the Codes Report for individual responses.

as part of any future development application.	
<b>1. Layout</b>	
Council acknowledged that the applicant was seeking to provide a variety of new residential allotments upon the subject site, with a range of lot sizes being proposed. During the meeting, Council advised that the general lot size, typology and pattern being proposed, was considered to align with the intent of zone and Subdivision code in this instance.	Refer to Section 3 for more detail around the proposed configuration. The proposed lots generally comply with the relevant tables of the Subdivision Code.
The above comments, however, did not extend to proposed Lots 1 to 4 and proposed Lots 30 to 34 which were noted to encroach significantly into the High Ecological Significance Strategic (HESS) sub-category of the Biodiversity areas overlay. The concept plans provided showed that a number of these lifestyle allotments did not achieve the minimum lot size anticipated under the Lower Oxley Creek south neighbourhood plan code.	Refer to Detailed Ecological Assessment for more detail and justification for the removal of vegetation within these areas of The Site.
The applicant was advised that further justification would likely be required as part of any future development applicant resulting in standard lots that did not achieve the dimensions outlined in the Subdivision code.	Refer to Section 7 for justification.
<b>2. Stormwater</b>	
A Lawful Point of Discharge is to be demonstrated. Guidelines as to what Council constitutes to be a satisfactory Lawful point of discharge may be found in City Plan 2014, Infrastructure Design PSP (ID PSP), section 7.6.	Refer to Civil documentation for proposed lawful point of discharge and response to the Stormwater Code.
The site would be required to construct LGIP item PAL-PN-003, PAL-PN-004 and connect into trunk drainage at Sweets Road where built by others (e.g. Council planned works). Note Council does not have a timeframe on these trunk works in Sweets Road, but box culverts have been ordered and the work is ideally expected to commence sometime in 2024.	As above.
Where drainage in Sweets Road does not exist (e.g. not yet constructed by Council), the applicant would be required to construct trunk drainage downs Sweets Road to existing stormwater channel involving PAL-PN-005, PAL-PN-006, PAL-PN-007 and PAL-CU-010. It would be likely that the drainage would be available for construction as the pipes have already ordered/paid by Council, so only construction costs would apply.	As above.
All trunk works offsettable as per City Plan policy, typically any refund payable in 2026 over 3 financial years unless subject to an IA to bring forward refund.	As above.
It is not possible to construct half a road for Stage 1, and would require the road to be fully constructed. The stormwater quality section of the code is to be addressed, a swale could be constructed and dedicated up to upslope boundary of 70 Kraft Road as upslope stormwater connection in Stage 1, otherwise a bio basin would be required, and would require further detailed investigation how and where it could be constructed.	As above.
The stormwater trunk and non-trunk works would be required at the first stage of development of the site. A non-trunk swale along the northern side of the new Neighborhood Road from the adjacent property fronting Kraft Road to Sweets Road.	As above.
The sites drainage would be required to connect to the new trunk stormwater pipes in the new Neighborhood Road.	As above.
The existing house on 121 Sweets road is unlikely to be retained at any stages of development, as there would be fill required as part of the development (including the new road to achieve a gravity LPD for the development, and further investigate through detail design. Any proposed road alignment would be required to be address in the traffic impact assessment.	As above.
Most likely the invert of the non-trunk swale along the northern would be similar levels as the existing, this is subject to further investigation by the RPEQ for councils consideration.	As above.
A hydraulic report prepared by an RPEQ will be required to	As above.

<p>demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP Section 1</p>	
<p>The proposal is high-risk site from a water quality perspective (site area is greater than 2,500m<sup>2</sup> and will result in more than 5 lots/dwellings), therefore the applicant is required to address section B of the Stormwater Code. Prepare a Site Based Stormwater Quality Management Plan in accordance with the Infrastructure Design Code and associated Infrastructure Design Planning Scheme Policy, Section 7.</p>	<p>As above.</p>
<p>The development is to provide for the orderly development of stormwater infrastructure by providing a drainage connection for the upstream catchment, sized for ultimate catchment conditions. Further information about this may also be found in the Infrastructure Design PSP, Section 7.6</p>	<p>As above.</p>
<p>Erosion and Sediment Control: An Erosion and Hazard Assessment Form is required to be lodged with any development application that will result in soil disturbing activity. (There are three categories of hazard ie. low, medium and high and conditions will be imposed based on the category of hazard)</p>	<p>As above.</p>
<p>Stormwater easements will be required as specified in section 7.10 of the Infrastructure Design PSP.</p>	<p>As above.</p>
<p><b>3. Biodiversity</b></p>	
<p><u>Ecological Values</u></p>	
<p>The proposed development is within the Koala Habitat Area (KHA) and High Ecological Significance Strategic (HESS) sub-category of the Biodiversity Overlay. The proposed development will result in the loss of mapped areas of HESS and koala habitat area.</p>	<p>For individual responses to this section of the pre-lodgement advice, refer to <b>Appendix G</b> of <b>Appendix E – Detailed Ecological assessment</b>.</p>
<p>The ultimate lot layout will be guided by the ecological, hydraulic and traffic requirements. While ecological reporting was submitted, an overlay of the Biodiversity areas overlay mapping over the tree retention plan was not provided. It is therefore unclear the extent of removal of vegetation within the mapped HESS area. It is a requirement to ensure the consolidation and maximization of areas to be conserved on site and in combination with adjoining sites for koala movement. It is also likely further vegetation removal will be required to facilitate road and stormwater infrastructure, earthworks and installation of services.</p>	<p>As above.</p>
<p>The removal of vegetation within Proposed Lot 1 - Proposed Lot 4 and Proposed Lot 30 - Proposed Lot 34 outside the environmental covenant is not supported as the area supports locally significant species that are to be retained and protected. A reduction in lots adjacent to the proposed environmental covenants and further retention of vegetation will be required pending detailed information.</p> <ul style="list-style-type: none"> <li>○ Provide an assessment against Section C of the Biodiversity Overlay Code including:             <ul style="list-style-type: none"> <li><input type="checkbox"/> An ecological assessment in accordance with the Biodiversity Planning Scheme Policy prepared by a suitably qualified ecologist.</li> <li><input type="checkbox"/> A tree survey plan in accordance with the Biodiversity Planning Scheme Policy including:                 <ul style="list-style-type: none"> <li><input type="checkbox"/> All trees 150 mm DBH or greater on site/external works area and within 6 m of site boundaries;</li> <li><input type="checkbox"/> The proposed development plan (as an overlay) including all services/infrastructure on site and external to the site, which clearly shows the full extent of all earthworks (cut/fill) required during construction of the development.</li> <li><input type="checkbox"/> A clear indication of which trees are to be retained and which trees are to be removed, including the following</li> </ul> </li> </ul> </li> </ul>	<p>As above.</p>

<p>information:</p> <ul style="list-style-type: none"> <li>•Scientific name;</li> <li>•Height;</li> <li>•Diameter of tree trunk at breast height (DBH);</li> <li>•Crown diameter;</li> <li>•Habitat features including hollows and scratch marks, nests etc.</li> <li>•Tree Protection Zones (TPZs) (in accordance with AS4970); and</li> <li>•General health assessment.</li> </ul> <p><input type="checkbox"/> If works encroach into the TPZs of any trees identified to be retained, a report from a qualified arborist (AQF level 5 Arboriculture) is required to demonstrate no negative impacts on the long-term health of the trees.</p> <ul style="list-style-type: none"> <li>○ Detail of fauna movement solutions to enable safe movement of fauna throughout the Environmental Covenant and across the future Sweets Rd/Kraft Rd connection.</li> <li>○ For any significant residual impact, offsets will be required under the Environmental Offsets Act 2014 and the Offsets Planning Scheme Policy. Offsets will be required for any removal of native vegetation within the mapped HESS areas including within the site along the Sweets Rd Frontage.</li> <li>○ A Concept Rehabilitation Plan which demonstrates the protection, enhancement and consolidation of biodiversity, koala habitat and koala movement opportunities within and through the site. This plan is to be in the form of scaled plans and supporting documentation that includes at least the following information:             <ul style="list-style-type: none"> <li><input type="checkbox"/> Description of proposed rehabilitation, including earthworks, methods, objectives.</li> <li><input type="checkbox"/> Details of the proposed rehabilitation schedule, including staging, plant species names, stock size, quantities, densities, locations.</li> <li><input type="checkbox"/> A detailed 24-month maintenance program for all rehabilitation works.</li> <li><input type="checkbox"/> Stabilisation methods for all areas of exposed soil surface.</li> <li><input type="checkbox"/> Specification notes on weed treatment and management, planting methods, mulching and soil preparation.</li> </ul> </li> </ul>	
<p><b>Koala Mapping</b></p>	
<p>The site is mapped within a Koala priority area in a core habitat area and in an identified koala broad-hectare area, making the development assessable under Schedule 11, Part 3, Section 6 of the Qld Planning Regulation 2017. In accordance with the regulation, development must provide for Koala movement opportunities within and through the premises.</p> <ul style="list-style-type: none"> <li>○ Provide an assessment against the assessment benchmarks in Schedule 11, Part 3, Section 6 of the Qld Planning Regulation 2017.</li> </ul>	<p>As above.</p>
<p><b>Bushfire Hazard</b></p>	
<p>The site is mapped within a Bushfire Hazard Area in the State's Natural Hazards, Risk and Resilience mapping.</p> <ul style="list-style-type: none"> <li>○ Provide an assessment against the SPP Assessment Benchmarks for Natural Hazards, Risk and Resilience. City Plan's Bushfire Overlay Code can be used as a means of demonstrating compliance with these benchmarks. Additionally, the Queensland Government has recently published SPP guidance material to assist in demonstrating compliance with the SPP Natural Hazards, Risk and Resilience assessment benchmarks.</li> </ul>	<p>As above.</p>

<b>Significant Vegetation</b>	
The proposed development requires the retention of Significant Vegetation under the Subdivision Code.	As above.
Undertake a detailed assessment of the existing vegetation on the site to identify any 'Significant Vegetation' as defined by the Vegetation PSP. The survey (accurate to ±100 mm) and assessment is to identify: <ul style="list-style-type: none"> <li>o Vegetation that is listed as threatened or otherwise significant under Commonwealth, State or local legislation;</li> <li>o Vegetation that provides an important food source or shelter (e.g. nesting/hollows) for native fauna;</li> <li>o If significant vegetation is identified, provide a Vegetation Retention/Removal Plan that demonstrates retention of significant vegetation.</li> </ul>	As above.
<b>Natural Assets Local Law</b>	
The site is mapped with protected vegetation under the Natural Assets Local Law 2003 (NALL). A permit to carry out works on protected vegetation must be obtained for any removal of protected vegetation that may be approved under a development application.	As above.
<b>4. Transport, access, parking and servicing</b>	
A Transport Impact Assessment is required, to be prepared in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy and endorsed by a Registered Professional Engineer Qld. Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report.	Refer to individual responses below. No traffic report is provided as part of The Proposal.
The 20m wide road dedication centrally located at the boundary of 97 and 121 Sweets is sufficient to accommodate the swale and the Neighbourhood road identified in the neighbourhood plan.	A 20m wide road dedication has been provided as part of Stage 1.
The proposed alignment of the 20m Neighbourhood road does not align with the location of the road proposed over 70 and 78 Kraft Rd (A006000548 – withdrawn)	Refer to Section 3 for more detail.
It is recommended that the entirety of the Neighbourhood road and swale, the Ventura St extension and the Amalfi St extension be constructed in stage 1.	As above.
All lots achieve access to the new minor road network established with the proposed development.	Access from a neighbourhood road will be maintained.
Direct lot access to Sweets Rd or to the northern alignment of the Neighbourhood road identified in the neighbourhood is not supported due to the unusual formations of these carriageway (swales).	Refer to Section 3 for more detail.
The access handle and easement to lots 11, 12, 16 and 18 need to have 2m single chord splays to both sides for pedestrian visibility. The presentation of bins (2 for each lot) needs to be shown within the frontage of the handle and easement.	As above.
The TIA is to demonstrate that there is sufficient kerb space at the cul de sac in stage 2 to accommodate crossovers and mobile bins (2 each) for lots 29 to 35.	As above.
The TIA is required to provide a vehicle swept path diagram demonstrating that a side loading RCV is able to around at interim road terminations without having to reverse more than 2 vehicle lengths.	No swept path diagrams have been provided. The road width/ reserve is sufficient to accommodate an RCV.
Design Service Vehicles for the development are to be in accordance with the Transport, Access, Parking and Servicing PSP, Section 3.	As above.
Refuse Collection will be required in accordance with the Refuse PSP.	As above. Refuse collection is to be kerbside.
A plan needs to be provided superimposing the location of street tree's, proposed driveways and the location of proposed refuse bin locations for each frontage.	To be conditioned.

Recommend early discussion with Urban utilities to achieve a gravity sewer connection. Applicant to provide the SAN notice with any future applications.	Noted.
<b>Additional Comments</b>	
<b>Further Engineering Considerations</b>	
<u>LGIP</u>	
The following LGIP Works have been identified as affecting the site: <ul style="list-style-type: none"> <li>o Storm water LGIP ID: PAL-PN-003, PAL-PN-004, PAL-PN-005.</li> </ul>	Refer to Civil documentation for proposed lawful point of discharge and response to the Stormwater Code, Infrastructure Design Code, Filling & Excavation Code and the erosion hazard assessment.
Traffic and Transport advice has not been requested. Consequently, strategic traffic advice has not been provided on matters such as potential road widenings, access location and impacts on the road network, all of which may impact on the proposed development design.	As above.
Any trunk works through the subject site would require the subject site to be part of any future development application. For example, if 78 Kraft road agreed with 121 Sweets road to construct the trunk stormwater infrastructure, a development application would be required. The stormwater trunk and non-trunk (to manage to major flows) would be required along with a design to demonstrate how 121 sweets road could be constructed. This would be a risk to the site at 121 Sweets Road, as this may limit/constrain the development, and would recommend further detailed engineering investigation.	As above.
<u>Flood overlay</u>	
Based on the 'BCC Floodwise Property Report' the site is located within: <ul style="list-style-type: none"> <li>o Overland Flow Flood Planning Area sub-category.</li> </ul>	Refer to Response in Section 3.8 and the Stormwater Management Plan prepared by Civil Works.
The development will need to demonstrate flood immunity in accordance with Tables 8.2.11.3.B/D/E/F/G/K/L (MCU) and Tables 8.2.11.3.F/J/K (ROL).	As above.
Existing site levels range from 19.3 m AHD to 16.8 m AHD. Proposed & existing site levels are to be shown clearly on the site plan.	As above.
A Flood Study prepared and certified by an RPEQ will be required in order to demonstrate compliance with the Code. Including that the development does not adversely increase flood levels on neighbouring properties and/or achieves the required flood immunity. Guidance for the preparation of these reports is provided within the Flood PSP.	As above.
<u>Regional Infrastructure Corridors and substations overlay</u>	
As the proposal involves a reconfiguration of a lot, as, listed in Table 5.10.17 this Code will need to be addressed.	Refer to response to the relevant code within the Codes Report.
Written confirmation will be required from the relevant oil line license holder that the proposal is acceptable.	As above.
<u>Subdivision requirements</u>	
Prepare a structure plan showing how the adjacent and surrounding area can be logically and efficiently developed in the future.	Refer to Section 3.3 of the report.
An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code.	As above. Refer to Civil documentation.
Model Code for Neighbourhood Design: A Code for Reconfiguring a Lot and the Planning (Walkable Neighbourhoods) Amendment Regulation 2020 became active on 28 September 2020. <a href="https://dsdmipprd.blob.core.windows.net/general/model-code-forneighbourhood-design.pdf">https://dsdmipprd.blob.core.windows.net/general/model-code-forneighbourhood-design.pdf</a>	Noted.

<u>Filling and Excavation</u>	
Identify the extent of cut and filling proposed and demonstrate compliance with City Plan 2014– Filling and Excavation Code.	Refer to civil documentation for code response.
Concept earthworks plans for the development are required showing retaining walls and existing and proposed levels, including any localised swale drain and subsoils connecting to a lawful point of discharge.	As above.
<u>Infrastructure Design</u>	
Infrastructure to the development will need to be provided in accordance with the outcomes within this Code.	As above.
An engineering report prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP.	As above.
If more than 1000sqm of GFA is proposed a noise and dust management plan will be required and prepared in accordance with the Management Plans PSP	As above.
If the proposal will result in a residential dwelling(s) (freehold ROL or MCU for eg townhouses with internal private road (not units)) that will be more than 90m away from an existing QUU hydrant a privately owned internal fire main will be required.	As above.
<u>Roadworks</u>	
<p>Non Trunk Road frontage works are required:-</p> <ul style="list-style-type: none"> <li>o Closure and removal of all redundant crossovers and roofwater outlets, including reinstatement of concrete kerb and channel, verge, and associated works.</li> <li>o Construction of concrete kerb and channel along the full site frontage to sweets including any road pavement widening and associated works required.</li> <li>o Construction of concrete footpath on approved alignment for the full site frontages (Subject to Streetscape Hierarchy Overlay requirements and Landscape Architect advice).</li> </ul>	To be conditioned.
<p>As the proposal is a combined development, the proposed road alignment through the site from Sweets Road to adjacent property to Kraft Road could be considered. Consequently the proposed development would require to construct the entire road reserve it is now possible to share the road dedication between both 97 and 121 Sweets Road. However, the design must provide a concept extending to Kraft Road and consider the following design implications:</p> <ul style="list-style-type: none"> <li>o Requirement for a swale on the northern side of the road,</li> <li>o Skew in property boundaries at Kraft Road,</li> <li>o One-way cross fall required on road.</li> </ul>	Refer to Section 3 for staging strategy and the delivery of the proposed road networks.

## 4 STATUTORY FRAMEWORK

This section addresses components of the statutory planning framework relevant to the assessment of the proposed development.

### 4.1 Planning Act (PA) 2016

The PA2016 is the statutory instrument for the State of Queensland under which development applications are assessed by local and state governments.

#### 4.1.1 Level of Assessment

The level of assessment for this application is **Impact**. Under Section 45(5) of the Planning Act:

- (5) *An impact assessment is an assessment that:*
- (a) *must be carried out:*
    - (i) *against the assessment benchmarks in a categorising instrument for the development;*
    - and*
    - (ii) *having regard to any matters prescribed by regulation for this subparagraph;*
    - and*
  - (b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.*

Assessment benchmarks are described in Section 30 of the Planning Regulation 2017:

- (1) *For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
- (2) *Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks:*
  - (a) *the assessment benchmarks stated in:*
    - (i) *the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
    - (ii) *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
    - (iii) *a temporary State planning policy applying to the premises;*
  - (b) *if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
  - (c) *if the local government is an infrastructure provider—the local government's LGIP*
- (3) *However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.*

An assessment of the application has been undertaken against relevant assessment benchmarks described in Section 30 of the Planning Regulations outlined above.

#### 4.1.2 Public Notification

Section 53(1) of the PA2016 states:

- An applicant must give notice of a development application if:*
- (a) *any part of the application requires impact assessment;*
  - or*
  - (b) *the application includes a variation request*

The application requires Impact assessment and therefore notice of the application will be undertaken in accordance with the PA2016.

### 4.1.3 State Referral

Under Section 54(2) of the PA2016:

- (2) A referral agency, for a development application, is:
- (a) the person prescribed by regulation as a referral agency for applications of that type; or
  - (b) if that person's functions have been devolved or delegated to another person—the other person; or
  - (c) if the Minister has decided that a person is a referral agency under section 48(6)—that person.

Part 4, Section 22(1) of the Planning Regulation states that:

- Schedules 9 and 10 prescribe:
- (a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules.

Given the extent of vegetation removal as part of the application, referral to the State Assessment and Referral Agency (SARA) is required.

## 4.2 State Planning Requirements

### 4.2.1 State Planning Policy (SPP)

The SPP was released on 3 July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

The SPP outlines 17 state interests that must be considered in every planning scheme across Queensland. These state interests are arranged under five broad themes:

- liveable communities and housing
- economic growth
- environment and heritage
- safety and resilience to hazards
- infrastructure.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the SPP represents an assessment benchmark and the assessment manager must have regard to SPP's, if it is not identified and addressed in the planning scheme.

When a local planning scheme has not yet been updated to incorporate the SPP state interests, the council will assess a development application using the assessment benchmarks in the SPP.

Part 2 Section 2.1 of City Plan indicates that the Natural Hazards, Risk and Resilience SPP was not properly integrated into the planning scheme and therefore assessment against the SPP is required.

### 4.2.2 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) define the state's interest in development assessment. It contains the matters SARA considers when assessing a development application on behalf of the chief executive.

When submitting a development application to the SARA, the applicant is required to demonstrate how the application complies with the applicable state code(s) in SDAP.

A response to the relevant assessment benchmark has been provided in the detailed ecological assessment (see **Appendix E**).

#### 4.2.3 SEQ Regional Plan 2009-2031

The Site is within the area of the South-East Queensland Regional Plan (Regional Plan) 2009-2031.

Under Section 26(2)(a)(i) of the Planning Regulation, the Regional Plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

The Site is included in the Urban Footprint Land Use Area of the Regional Plan that is intended to accommodate urban development.

**5 LOCAL PLANNING REQUIREMENTS & ASSESSMENT**

Brisbane City Plan 2014 (BCP2014) is the applicable planning scheme to this application. The relevant provisions are identified and addressed below.

**5.1 Level of Assessment**

Under BCP2014, The Site is located within the LDR zone and Lower Oxley Creek south neighbourhood plan. The Site is also mapped within the Biodiversity Areas Overlay (high ecological significance).

Under *Table 5.9.39.B – Lower Oxley Creek south neighbourhood plan: reconfiguring a lot of BCP2014*, if the proposed redevelopment involves an ROL in the LDR zone and the High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay and a reconfigured lot is less than 1,500m<sup>2</sup>, the application is subject to **Impact Assessment**.

The Proposal involves lots less than 1,500m<sup>2</sup> and therefore, the level of assessment for the application is **Impact**.

Assessment Trigger	Table	Level of Assessment
Low Density Residential Zone	5.6.1	Code
<b>Neighbourhood Plan</b>		
Lower Oxley Creek South neighbourhood plan	5.9.3A	Impact
<b>All Aspects of Development</b>		
Airport environs overlay	5.10.2	Code
Bicycle network overlay	5.10.3	Code
Biodiversity areas overlay	5.10.4	Code
Community purposes network overlay	5.10.7.A	Code
Critical infrastructure and movement network overlay	5.10.8	Code
Dwelling house character overlay	5.10.9	Accepted
Road hierarchy overlay	5.10.18	Code
Streetscape hierarchy overlay	5.10.20	Code
Regional Infrastructure corridors and substations overlay	5.10.17	Code

**Table 5-1 Level of Assessment Table**

**5.2 Assessment Benchmarks**

Given the application is subject to Impact assessment, the application is assessable against the entirety of BCP2014 (a response to the relevant strategic framework elements of BCP2014 has been provided in **Section 5.3**). The codes in the table below have been included and responded to in the Codes Report or completed within a supporting document.

**Development Codes**

Subdivision code - **Urbicus**

**Neighbourhood Plan**

Lower Oxley Creek south neighbourhood plan code - **Urbicus**

**Prescribed Secondary Codes**

Filling and Excavation Code – **Civil Works**

Infrastructure Design Code **Civil Works**

Landscape Work Code - **Urbicus**

Outdoor lighting Code - **Urbicus**

Park Planning and Design Code - **Urbicus**

Stormwater Code - **Civil Works**

Transport, Access, Parking and Servicing Code - **Urbicus**

Wastewater Code – Urbicus

**Overlay Codes**

- Biodiversity Overlay – **S5 Environmental**
- Community Purposes Network Overlay - **Urbicus**
- Flood Overlay - **Urbicus**
- Road Hierarchy Overlay Code- **Urbicus**
- Streetscape Hierarchy Overlay Code - **Urbicus**
- Regional Infrastructure corridors and substations overlay - **Urbicus**

**5.3 Strategic Framework**

Responses to **Section 3.0** (Strategic Framework) of BCP2014, specifically, **Elements 2.2** and **5.5** have been provided in the subsections below.

**5.3.1 Theme 2.2: Brisbane’s Housing and Accommodation Choices**

Specific outcomes	Land use strategies	Nature of Proposal
<b>SO1</b> Brisbane’s <b>dwelling</b> needs for future populations are met by matching growth to the existing and planned infrastructure in the city.	<b>L1</b> Increased densities within <b>Growth Nodes on Selected Transport Corridors</b> are identified through a neighbourhood planning process and are in accordance with the Brisbane <b>CityShape</b> theme to accommodate anticipated future population.	Not Applicable. The Proposal does not involve development within Growth Nodes.
<b>SO2</b> Brisbane’s housing is diverse in type and form, offering choice to different <b>household</b> types and individuals with specific housing needs.	<b>L2</b> Residential development contributes to housing diversity, particularly supporting ageing in place, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan.	Complies. The Proposal is for a subdivision resulting in 40 new residential lots.
<b>SO3</b> Brisbane provides its temporary population ready access to suitable accommodation for business visitors, tourists and students.	<b>L3.1</b> A range of accessible accommodation opportunities catering to a growing number of visiting professionals, temporary business visitors, tourists and students are conveniently located at or in proximity to major business and tourism destinations.	Not Applicable. The Site is not located near any of the nominated localities.
	<b>L3.2</b> There are opportunities for accommodation of employees in residential precincts in proximity to centres.	
	<b>L3.3</b> New <b>hotels</b> and extensions to existing hotels are facilitated in the <b>City Centre</b> and other appropriate locations.	
<b>SO4</b> Brisbane’s existing <b>Rural Neighbourhoods</b> are maintained without expansion.	<b>L4</b> Given the challenges in providing infrastructure in <b>Rural Neighbourhoods</b> they are not envisaged to expand.	Not Applicable. The Site is not in a rural area/ neighbourhood.
<b>SO5</b> Brisbane’s last remaining greenfield development areas are well planned and well delivered.	<b>L5</b> <b>Future Suburban Living Areas</b> exhibit a strong sense of place and demonstrate best-practice urban design outcomes, including building on the landscape features of the locality and a high degree of legibility and permeability.	Complies. The Proposal will not compromise the existing sense of place established by the surrounding neighbourhood.
<b>SO6</b> Brisbane provides a variety of accommodation and housing near the city’s major institutions and other <b>Special</b>	<b>L6.1</b> Land is identified for a range of housing types including <b>rooming accommodation</b> , suitable to tertiary and international students, staff and visitors to major special-purpose centres or community institutions, such as <b>hospitals</b> , at	Not Applicable. The Proposal is for a subdivision.

Centres.	appropriate locations proximate to education campuses or health institutions or along high-frequency public transport routes and with good access to urban services.	As above.  As above.
	<b>L6.2</b> Outside activity centres, <b>Growth Nodes on Selected Transport Corridors</b> and geographically nominated locations, <b>rooming accommodation</b> for students is supported where the surrounding amenity is maintained and there is good access to higher education campuses by way of public or active transport.	
	<b>L6.3</b> Other special purpose institutions, for example defence bases, establish accommodation either on site or nearby where well served by transport and other urban facilities, as required to meet the particular housing choice needs for staff and visitors.	

### 5.3.2 Theme 5.5: Brisbane’s Suburban Living Areas

Specific Outcomes	Land Use Strategies	Nature of Proposal
<b>SO1</b> Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	<b>L1</b> The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	Complies. The Proposal is for a residential subdivision in the LDR zone.
<b>SO2</b> Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	<b>L2.1</b> Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.  <b>L2.2</b> Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	Not Applicable. The Proposal is for a subdivision.  Complies. The Proposal will provide for lot sizes that generally comply the subdivision code and hence, lot sizes that are envisioned for The Site and consistent with the surrounding local context.
<b>SO3</b> Suburban Living Areas allow for adaptable small-scale multiple dwellings to provide for some intergenerational housing options catering to young people, families and supporting ageing in place.	<b>L3</b> Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances.	Not Applicable. The Proposal is for a subdivision.
<b>SO4</b> The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached	<b>L4.1</b> Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.  <b>L4.2</b> The siting, scale and lot coverage of new	The Proposal does not involve a residential use.  As above.

<p>housing, the presence of mature vegetation and gardens and by local typography is maintained.</p>	<p>housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.</p> <p><b>L4.3</b> Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through:</p> <ul style="list-style-type: none"> <li>(a) the retention of mature and significant vegetation;</li> <li>(b) the retention of private open space capable of supporting trees and gardens;</li> <li>(c) increasing local shade cover along streets;</li> <li>(d) local sustainability initiatives such as water-sensitive urban design.</li> </ul>	<p>As above.</p>
<p><b>SO5</b> District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.</p>	<p><b>L5.1</b> District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.</p> <p><b>L5.2</b> District centres are the focus for the public transport network within the local catchment of the district centres.</p>	<p>The Proposal is not for a district centre.</p> <p>As above.</p>
<p><b>SO6</b> Neighbourhood centres offer small-scale, low-impact local convenience services.</p>	<p><b>L6.1</b> Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.</p> <p><b>L6.2</b> Neighbourhood centres are of a scale which is consistent with surrounding detached housing.</p> <p><b>L6.3</b> A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to:</p> <ul style="list-style-type: none"> <li>(a) have a gross floor area of 2,500m<sup>2</sup> or less and a maximum tenancy size of 2,000m<sup>2</sup> or less;</li> <li>(b) have a frontage predominantly to a major road;</li> <li>(c) have vehicle site access from a suburban road, a district road or a neighbourhood road;</li> <li>(d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods;</li> <li>(e) be more than 400m from an existing retail based centre;</li> <li>(f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.</li> </ul>	<p>The Proposal is not for a Neighbourhood centre.</p> <p>As above.</p> <p>As above.</p>

<p><b>SO7</b> Non-residential uses support local character and amenity.</p>	<p><b>L7</b> A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following:  (a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment;  (b) schools and other community facilities;  (c) a range of parks, from district sporting fields to local informal use parks;  (d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect;  (e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.</p>	<p>Not Applicable. The Proposal is for a subdivision.</p>
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**5.4 Site Zoning**

The Site is located within the LDR Zone (see Figure 5-1).



**Figure 5-1 Zoning Map**  
Source: BCC Interactive Mapping

**5.5 Low Density Residential Zone**

The purpose of the low density residential zone is to provide for:

- (a) a variety of low density dwelling types, including dwelling houses; and
- (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

**Response:** The Proposal involves a subdivision to provide for new lots capable of accommodating new dwelling houses.

### 5.5.1 Development Location and Uses Overall Outcomes

Development location and uses overall outcomes	Nature of Proposal
Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.	Complies. Development involves a 2 into 40 subdivision creating lots with ample space to accommodate new dwelling houses.
Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.	Complies. As above.
Development maintains a low density character in which multiple dwellings are not accommodated.	Not applicable. Proposal is for reconfiguration of a lot.
Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.	As above.
Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.	As above.
Development for a dwelling unit may occur as part of a non-residential use.	As above.
Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	As above.
Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	As above.
Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial character building overlay is to: <ul style="list-style-type: none"> <li>i. have a gross floor area of less than 250m<sup>2</sup>;</li> <li>ii. serve local residents' day-to-day needs;</li> <li>iii. not undermine the viability of a nearby centre.</li> </ul>	As above.
Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	As above.
Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone.	As above.
Development for rooming accommodation accommodates five persons or less.	As above.

### 5.5.2 Development Form Overall Outcomes

Overall Outcomes	Nature of Proposal
Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.	Complies. Created lots are of appropriate size and dimensions generally in accordance with the provisions of the Low Density Residential Zone Code.
Development for a dwelling house is of a height, bulk, scale	Not Applicable. The Proposal is for a subdivision.

and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.	
Development for a dwelling house occurs on appropriately sized and configured lots, and: <ul style="list-style-type: none"> <li>i. where not on a rear lot, has a minimum lot size of 400m<sup>2</sup>;</li> <li>ii. where on a rear lot, has a minimum lot size of 600m<sup>2</sup>;</li> <li>iii. maintains a block pattern that accommodates traditional backyards and large trees.</li> </ul>	As above.
Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	As above.
Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: <ul style="list-style-type: none"> <li>i. provides safety from fire hazards;</li> <li>ii. maximises the retention of backyard spaces as private landscaped space;</li> <li>iii. avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.</li> </ul>	As above.
Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies. This Reconfiguration of a Lot is generally compliant with the relevant overlay codes and will not incur any detriment to the environmental values of the area. See Sections 3 & 7 for more detail.
Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	Not Applicable. This proposal does not involve any new structures built on site.
Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: <ul style="list-style-type: none"> <li>(i) provides safety from fire hazards;</li> <li>(ii) maximises the retention of backyard spaces as private landscaped space;</li> <li>(iii) avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.</li> </ul>	As above.
Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies. This Reconfiguration of a Lot is generally compliant with the relevant overlay codes. Sections 3 & 7 for more detail. Refer to Ecological assessment for response to the Biodiversity Areas overlay code.

## 5.6 Neighbourhood Plan

The purpose of the Lower Oxley Creek south neighbourhood plan code is to provide finer grained planning at a local level for the Lower Oxley Creek south neighbourhood plan area. The purpose of the Lower Oxley Creek south neighbourhood plan will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area. The overall outcomes for the neighbourhood plan area are:

Overall Outcomes	Nature of Proposal
The neighbourhood plan area will become a vibrant and sustainable community containing a mix of residential, convenience, industrial, community and recreational activities.	Complies. The Proposal is for a subdivision to facilitate new dwelling house uses.
Development provides a balance between protection of ecological values and urban development. Intensive forms of urban development, including residential, industrial and	Complies. Refer to Section 3 and the detailed ecological assessment for more detail.

commercial development are contained within residential and industrial and associated urban zones. Development in urban zones is connected to reticulated water and sewerage. Urban development that is not provided with or connected to reticulated infrastructure is not consistent with the outcomes sought.

Development that has the potential to adversely affect biodiversity, water quality and water conveyance in Oxley or Blunder creeks and their associated corridors to the extent of overlay mapping identifying those values of those corridors is avoided and existing degraded sites are remediated and rehabilitated.

A range of lot sizes, densities and dwelling types are provided in residential zones. Residential housing is predominantly low density with higher densities located in close proximity to planned centres, major transport routes or district level parks. Larger lots are envisaged in residential zoned land also in High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay to retain landscape character.

Multiple dwellings are not accommodated in the Low density residential zone.

Industrial development takes advantage of Lower Oxley Creek south's proximity to the Archerfield Airport, Logan Motorway and the intermodal transport hub at Archerfield.

Former extractive industry sites are remediated and rehabilitated before re-use occurs. Site-based constraints of former extractive industry sites including flooding and geotechnical stability are appropriately managed.

Development protects the continuation of lawfully established rural activities. New rural activities protect the amenity and development potential within urban zones.

The community is supported by highly accessible convenience centres. The Pallara convenience centre is a community focal point with a dedicated multipurpose community space.

Subdivision avoids creating large clusters of smaller lots, and the road layout uses laneways or similar design outcomes to provide high quality streetscape and reduce the number of closely spaced vehicle crossovers on non-laneway streets.

Development including fencing located opposite or directly adjoining a school, public road or public open space is designed to provide opportunities for passive surveillance.

Retirement facilities or residential care facilities may be acceptable where the site is within 400m walking distance of any part of the lot frontage of a site or sites in a zone in the centre zones category, or directly adjoining or opposite a park or school, and the site area is not less than 3,000m<sup>2</sup>. The scale is consistent with the preferred character of the residential area.

Local recreation parks are positioned within 750m of residential land.

Existing and proposed parks form a comprehensive and integrated open space network. Site design of the district sports park retains koala habitat where possible.

The new linear district recreation park will provide a multipurpose open space linkage that provides connectivity between the district sport park, the proposed convenience centre in Pallara and the existing school on Ritchie Road.

Significant vegetation within the proposed linear district recreation and local recreation parks will be retained to

Not Applicable. The Proposal does not involve the nominated creeks.

Complies. Refer to Section 3. The Proposal provides for a range of lot sizes and configurations.

Complies. The Proposal is for a subdivision to facilitate new dwelling house uses.

Not Applicable. As above.

As above.

As above.

As above.

Complies. The Proposal involves a mixture of both small and standard lots.

Not Applicable. The Proposal does not involve fencing adjoining the nominated areas/ uses.

Not Applicable. The Proposal is for a subdivision to facilitate new dwelling house uses.

Not Applicable. The Proposal does not involve a park.

As above.

As above.

As above.

provide fauna habitat, amenity and the preservation of the historic semi-rural nature of the Lower Oxley Creek south landscape. Site design also ensures safe koala movement.

The Queensland Government has identified an opportunity to potentially accommodate a high voltage overhead powerlines within the Paradise Road corridor as identified in Figure a. Development must not prejudice establishment of the powerlines.

Land in Brisbane River flood planning area sub-categories, Creek/waterway flood planning area sub-categories or Overland flow flood planning area sub-category has a risk of flooding and is highly sensitive to earthworks. Any earthworks, in particular filling, is limited in extent to ensure that development does not directly, indirectly or cumulatively impact on flooding in the creek catchment.

Not Applicable. The Proposal is not along Paradise Road.

Complies. Refer to Section 3 and civil documentation for more detail.

## 6 DEVELOPMENT CODES

### 6.1 Subdivision Code

The purpose of the Subdivision code is to regulate development for reconfiguring a lot. The purpose of the code will be achieved through the following overall outcomes:

Purpose	Nature of the Proposal
<p>Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:</p> <ul style="list-style-type: none"> <li>i. landscape and built form character, environmental and other values of the site or locality;</li> <li>ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;</li> <li>iii. amenity of intended uses and existing surrounding residential uses;</li> <li>iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.</li> </ul>	<p>Not Applicable. The proposed reconfiguring a lot does not involve a material change of use.</p>
<p>Development for reconfiguring a lot results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> <li>i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>ii. accommodate lawful uses;</li> <li>iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;</li> <li>iv. are arranged and configured to complement the pattern of development in the locality;</li> <li>v. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.</li> </ul>	<p>Complies. This subdivision will create lots of a size consistent with the acceptable outcomes of the relevant zone code.</p>
<p>Development for reconfiguring a lot under the Land Title Act 1994 and the Body Corporate and Community Management Act 1997 occurs in a manner that achieves good urban design outcomes.</p>	<p>Complies. Proposed subdivision will occur in a manner that achieves good urban design outcomes.</p>
<p>Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.</p>	<p>Not Applicable. The newly created lots will be utilised for residential purposes.</p>
<p>Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.</p>	<p>Complies. Proposed subdivision will retain three freehold lots.</p>
<p>Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.</p>	<p>Complies. Proposal involves a 2 into 40 lot subdivision.</p>
<p>Development for reconfiguring a lot provides infrastructure and services that:</p> <ul style="list-style-type: none"> <li>i. comply with the relevant standards in the</li> </ul>	<p>Complies. Refer to Section 3 and Appendix C &amp; D for more detail.</p>

- ii. planning scheme;  
effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;
- iii. maximise the quality and utility of the public realm.

## 7 PERFORMANCE OUTCOMES

### 7.1 Lot Layout and Size

As outlined within the Codes Report, some of the proposed new lots do not comply with **AO1.1** of the **Subdivision Code** and **AO16.1** of the **Lower Oxley South Neighbourhood Plan Code**.

Responses to **PO1** and **PO16** of the respective codes have been provided below.

#### **PO1**

*Development results in lots and an arrangement of lots that:*

- a. *enable the relevant outcomes and standards required by the planning scheme to be complied with for the **intended use**;*
- b. *are **consistent** with the **zones, zone precincts, neighbourhood plans and overlays** that apply to the site;*
- c. *feature a **useable shape** able to accommodate the minimum rectangle dimension in **Table 9.4.10.3.B** and anticipated future development;*
- d. ***complement the streetscape, local context and character for the locality**;*
- e. *address **development constraints**.*

**Response:** It is noted that proposed lots 8 & 9 associated with Stage 3A of The Proposal do not comply with the compliant frontage width of 15m for standard lots within the LDR zone under Table 9.4.10.3.B of the Subdivision code (see **Figure 7-1**).

Notwithstanding, we are of the view The Proposal complies with **PO1** of the **Subdivision Code** on the following grounds:

- Proposed lots 8 & 9 achieve the minimum lot size of 450m<sup>2</sup> which can accommodate future dwelling house uses, which are the **intended use** for sites within the LDR Zone.
- As outlined within the Codes Report and **Section 5**, The Proposal is generally **consistent** with the purpose, overall outcomes and acceptable outcomes of the LDR zone, Lower Oxley South Neighbourhood Plan and the numerous overlays that apply to The Site.
- The creation of Lots 8 & 9 does not involve the removal of vegetation within the Biodiversity areas (HESS) overlay nor core Koala Habitat (see **Figure 3-6**). No flooding or other overlays affect or **constrain the redevelopment** of these lots.
- Although the proposed frontages of Lots 8 (12.059m) and 9 (12.071m) do not meet the minimum lot width of 15m or the width for the minimum rectangle dimension, we note the following:
  - The lot length of both lots (individually) is 46.437m, meaning that the minimum rectangular length under Table 9.4.10.3.B is easily achieved and therefore, both lots can support a **usable shape** and future building pad for a dwelling house; and
  - There are numerous examples of standard lots within the immediate locality (zoned LDR) that do not meet the minimum lot width criteria of 15m as prescribed under Table 9.4.10.3.B (see **Figure 7-2**). Given this –
    - a) The characteristics of lots 8 & 9 are not inconsistent with the prevailing pattern of development; and therefore
    - b) The reconfiguration layout **complements the streetscape, local context and character** of the immediate locality (see **Section 3.3 – Structure Plan** for more detail).

Given the above-made planning arguments, we are of the opinion that proposed lots 8 & 9 (forming part of Stage 3A) comply with **PO1** of the **Subdivision Code**.

**PO16**

*Lot layout, siting and size, **building footprints** and **filling and excavation**:*

- a. are **consistent with the landscape character** intent of the precinct;*
- b. maximise the preservation of **koala habitat values**;*
- c. facilitate safe **koala movement**;*
- d. minimise **edge effects**;*
- e. provide a **koala habitat transition** between urban and non-urban areas;*
- f. are designed and sited to avoid or appropriately mitigate **natural hazards** in accordance with acceptable standards.*

**Response:** It is noted that The Proposal involves lots less than 1,500m<sup>2</sup>.

Notwithstanding, we are of the view The Proposal complies with **PO16** of the **Lower Oxley South Neighbourhood Plan Code** on the following grounds:

- We refer to **Section 3.9 (Ecological Considerations)** of the report and note that the proposed BLE's and the ecological corridor at the rear of The Site is **consistent** with the redevelopment of The Sites to the northwest and southeast. Given this, the **landscape character** intent of the Lower Oxley South Neighbourhood Plan will be achieved.
- The preservation of **Koala habitat values**, safe **koala movement** and minimization of **edge effects** to ensure a **Koala Habitat transition** between urban and non-urban areas is achieved through the protection of significant vegetation within the proposed ecological corridor at the rear of The Site (connecting to the sites to the northwest and southeast) (see **Section 3.9** and **Appendix E & F** for more detail).
- The Proposal will mitigate any potential flood **hazard** through the implementation of a stormwater management plan (see **Appendix D**).
- As noted in our response to **PO1** of the Subdivision Code and is visually demonstrated in **Figure 7-2**, The Proposal provides for a reconfiguration layout that aligns with reconfiguration development both adjoining The Site and within the immediate area. Hence, although The Proposal involves lots less than 1,500m<sup>2</sup>, the lot sizes and layout are not inconsistent with the prevailing subdivision pattern. Larger lot sizes (that is, greater than 1,500m<sup>2</sup>) with BLE's (that is, Lots 1-4 and 30-34) have been incorporated at the rear portions of The Site to align with the proposed ecological corridors and future covenants.

Given the above-made planning arguments, we are of the opinion that The Proposal complies with **PO16** of the **Lower Oxley South Neighbourhood Plan Code**.



Figure 7-1 Non-compliant lots (Lots 8 & 9) – highlighted in orange



**Figure 7-2** Examples of standard lots within the local area and LDR zone that do not comply with the minimum lot width (15m)

## **8 RECOMMENDATIONS**

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the City Plan 2014 and relevant state government legislation and planning instruments. Any potential conflict with the planning scheme is limited and minor in nature and there are sufficient grounds to justify the development, despite such conflict. On that basis the application has planning merit and should be approved subject to reasonable and relevant conditions.

## 9 APPENDICES

- 9.1 Appendix A – Contour & Detail Survey
- 9.2 Appendix B – Subdivision Layout
- 9.3 Appendix C – Civil Engineering Assessment
- 9.4 Appendix D – Stormwater Management Plan
- 9.5 Appendix E – Detailed Ecological Assessment
- 9.6 Appendix F – Vegetation Retention Plan



# CODE REPORT

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# Contents

<b>1. Development Use Codes</b> .....	2
1.1. Subdivision Code .....	2
<b>2. Neighbourhood Plan Codes</b> .....	22
2.1. Lower Oxley Creek South Neighbourhood Plan Code .....	22
<b>3. Prescribed Secondary Codes</b> .....	28
3.1. Landscape Work Code .....	28
3.2. Outdoor Lighting Code .....	34
3.3. Park Planning and Design Code .....	35
3.4. Transport, Access, Parking and Servicing Code .....	44
3.5. Wastewater Code .....	52
<b>4. Overlay Codes</b> .....	54
4.1. Airport Environs Overlay Code .....	54
4.2. Bicycle Network Overlay Code .....	55
4.3. Community Purposes Network Overlay Code .....	59
4.4. Critical Infrastructure and Movement Network overlay code .....	63
4.5. Flood Overlay Code .....	65
4.6. Regional Infrastructure Corridors and Substations Overlay Code .....	75
4.7. Road Hierarchy Overlay Code .....	77
4.8. Streetscape Hierarchy Overlay Code .....	82

# 1. Development Use Codes

## 1.1. Subdivision Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot</b>		
<p><b>PO1</b> Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> <li>a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;</li> <li>b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>c. feature a useable shape able to accommodate the minimum rectangle dimension in <a href="#">Table 9.4.10.3.B</a> and anticipated future development;</li> <li>d. complement the streetscape, local context and character for the locality;</li> <li>e. address development constraints.</li> </ul>	<p><b>AO1.1</b> Development provides lots with dimensions in compliance with <a href="#">Table 9.4.10.3.B</a>.</p> <p><i>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in <a href="#">Table 9.4.10.3.B</a>. Development must comply with both parameters.</i></p> <p><i>Note—Parts 1 to 3 of <a href="#">Table 9.4.10.3.B</a> provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.</i></p> <p><i>Note—Part 4 of <a href="#">Table 9.4.10.3.B</a> provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of <a href="#">Table 9.4.10.3.B</a> the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</i></p> <p><i>Note—The <a href="#">Dwelling house code</a> and <a href="#">Dwelling house (small lot) code</a> provide requirements for <a href="#">dwelling houses</a> on standard lots and <a href="#">small lots</a>. <a href="#">Table 9.4.10.3.B</a> is not part of the assessment for a <a href="#">dwelling house</a> other than as identified in the tables of assessment in Part 5.</i></p> <p><i>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input checked="" type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>Refer to <b>Sections 3 &amp; 8</b> of the Planning Report for more detail.</p>
	<p><b>AO1.2</b> Development requiring a <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> ensures the <a href="#">building envelope plan</a> or <a href="#">development footprint plan</a> is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p><input checked="" type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>Building Envelope Plans (BEPs) have been shown in <b>Appendix B</b> and outlined in greater detail in <b>Section 3</b> of the Planning Report.</p>

	<p><i>Note—A <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> 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 <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a>.</i></p> <p><i>Note—A <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the <a href="#">building envelope</a> or <a href="#">development footprint</a> which is not to be the subject of vegetation clearing.</i></p>	
	<p><b>AO1.3</b> Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <p>a. across a proposed lot boundary; or b. within a <a href="#">setback</a> required by the planning scheme.</p> <p><i>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or <a href="#">multiple dwelling</a> development. However, <a href="#">dwelling houses</a> including all supporting walls must be wholly contained within a lot.</i></p> <p><i>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.</i></p> <p><i>Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of <a href="#">Table 9.4.10.3.B</a>, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</i></p> <p><i>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of <a href="#">Table 9.4.10.3.B</a>, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</i></p> <ul style="list-style-type: none"> <li>• <i>physical inspection is undertaken at the framing stage of construction;</i></li> </ul>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal does not involve any of the nominated activities.</p>

	<ul style="list-style-type: none"> <li>• <i>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</i></li> <li>• <i>other evidence received and agreed by the Council.</i></li> </ul>	
<p><b>PO2</b> Development creates useable lots that:</p> <ol style="list-style-type: none"> <li>do not rely on excessive cut and fill;</li> <li>do not intrude into areas of waterway and environmental significance;</li> <li>ensure any cutting, filling, retaining walls and earthworks:             <ol style="list-style-type: none"> <li>minimise adverse impacts to vegetation, natural features and topography;</li> <li>avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;</li> </ol> </li> <li>minimise adverse impacts to the utility of existing or proposed transport network elements.</li> </ol>	<p><b>AO2.1</b> Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ol style="list-style-type: none"> <li>result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:             <ol style="list-style-type: none"> <li>a single level change; or</li> <li>any step in a series of level changes.</li> </ol> </li> <li>locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</li> <li>limits cut and fill to less than 1m in height for construction of transport network elements.</li> </ol> <p><i>Note—Development maybe required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in <a href="#">Table 9.4.10.3.B</a>.</i></p> <p><i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b> Refer to Civil Engineering documents.</p>
	<p><b>AO2.2</b> Development involving a lot with an area less than 450m<sup>2</sup> is located on a site with a maximum average slope of:</p> <ol style="list-style-type: none"> <li>1 into 10 on the shortest lot axis;</li> <li>1 into 15 on the longest axis.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not a sloping site.</p>
	<p><b>AO2.3</b> Development ensures that the minimum rectangle dimension specified in <a href="#">Table 9.4.10.3.B</a> is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.</p> <p><i>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b> As above.</p>

	<p><i>Note—The minimum rectangle dimension is to be located within the <a href="#">net developable area</a> of any site where in the Emerging community zone.</i></p>	
	<p><b>AO2.4</b> Development does not involve the creation of canals or artificial waterways.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Development will not involve the creation of canals or artificial waterways.</p>
<p><b>PO3</b> Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed:</p> <ol style="list-style-type: none"> <li>a. in compliance with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>e. at an adequate width, suitable gradient and appropriate construction standard;</li> <li>f. to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>g. to preserve the <a href="#">amenity</a> and function of the <a href="#">public realm</a> in accommodating:             <ol style="list-style-type: none"> <li>i. high levels of pedestrian traffic;</li> <li>ii. large subtropical street trees;</li> <li>iii. on-street parking.</li> </ol> </li> </ol>	<p><b>AO3.1</b> Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ol style="list-style-type: none"> <li>a. design and construction in accordance with the road hierarchy;</li> <li>b. safe travel for pedestrian, cyclists and vehicles;</li> <li>c. access to properties for all modes;</li> <li>d. utilities;</li> <li>e. high levels of aesthetics and <a href="#">amenity</a>, improved liveability and future growth;</li> <li>f. a high-quality streetscape;</li> <li>g. a low-maintenance asset with minimal whole-of-life cost.</li> </ol> <p><i>Editor’s note—See Section B for additional requirements where new road is proposed.</i></p> <p><b>AO3.2</b> Development provides access to each lot in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p> <p><b>AO3.3</b> Development provides each lot with access to a public road other than a <a href="#">major road</a>, that is:</p> <ol style="list-style-type: none"> <li>a. direct; or</li> <li>b. via a formal access arrangement that is:             <ol style="list-style-type: none"> <li>i. registered on a title over another lot; or</li> <li>ii. a reciprocal access easement; or</li> <li>iii. over common property;</li> </ol> </li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed access is in general accordance with the design standard within the Infrastructure design planning scheme policy. Compliance can be conditioned as a part of the approval.</p> <p>Refer to Civil Reports for more detail.</p> <p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed access to each lot is appropriate and is in general accordance with the TAPS Planning Scheme Policy.</p> <p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Access is the newly proposed lots will be via the following roads –</p> <ul style="list-style-type: none"> <li>• Sweets Road</li> <li>• Extension of Ventura Street (northwest)</li> </ul>

	<ul style="list-style-type: none"> <li>iv. located as far away as practicable from an existing or proposed dwelling;</li> <li>v. compliant with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>c. the width specified:             <ul style="list-style-type: none"> <li>i. in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> where an <a href="#">access way</a> to a <a href="#">rear lot</a> in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</li> <li>ii. in <a href="#">Table 9.4.10.3.B</a> where in any other zone;</li> </ul> </li> <li>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</li> </ul>	<ul style="list-style-type: none"> <li>• Extension of Amalfi Street (southeast)</li> </ul> <p>All roads are identified as Neighbourhood Roads.</p> <p>Refer to <b>Section 3</b> of Planning Report for more detail.</p>
	<p><b>AO3.4</b> Development provides safe sight distances at the following locations:</p> <ul style="list-style-type: none"> <li>a. an access point along the frontage of each lot;</li> <li>b. a junction and an intersection, including corner truncation;</li> <li>c. a pedestrian or cyclist crossing.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>The proposed access to all lots will be suitable and are provisioned with appropriate sight distances.</p>
	<p><b>AO3.5</b> Development provides grades within a lot that:</p> <ul style="list-style-type: none"> <li>a. enable vehicular access to be achieved in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>b. do not require cut and fill in excess of 1m in height.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Further to the above, access will be of an appropriate grade. This can be conditioned as a part of the approval.</p>
<p><b>PO4</b> Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p>	<p><b>AO4.1</b> Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> <li>a. <a href="#">Local government infrastructure plan</a>;</li> <li>b. standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal does not compromise the ability of future infrastructure and services.</p>

<p><i>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.</i></p>	<p>c. <a href="#">Refuse planning scheme policy</a>;  d. <a href="#">Transport, access, parking and servicing planning scheme policy</a>;  e. <a href="#">Long term infrastructure plan</a>;  f. codes and planning scheme policies that apply to the site.</p>	
	<p><b>AO4.2</b>  Development provides a stormwater system in compliance with the standards in the <a href="#">Stormwater code</a> that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Refer to Stormwater Management Plan.</p>
	<p><b>AO4.3</b>  Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <p>a. in compliance with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>; or  b. a 6m long by 3 equal chord truncation if a <a href="#">minor road</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Corner truncations have been provided in accordance with the Infrastructure design planning scheme policy.</p>
<p><b>PO5</b>  Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.</p>	<p><b>AO5</b>  Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by:</p> <p>a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;  b. avoiding the hazard; or  c. mitigating hazard impacts, including through buffers, structures or other necessary measures.</p> <p><i>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  The Proposal is for a 2 into 40 lot subdivision and will not result in any adverse impacts as nominated.</p>

	<ul style="list-style-type: none"> <li>contaminated land;</li> <li>transport noise corridors on State-controlled roads and the rail network.</li> </ul> <p>The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.</p>	
<p><b>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</b></p> <ul style="list-style-type: none"> <li>a. rearranging the boundaries of a lot; or</li> <li>b. volumetric format plan subdivision; or</li> <li>c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.</li> </ul>		
<p>The proposal does not involve rearranging the boundaries of a lot, volumetric format plan subdivision, or located within 2 or more zones.</p>		
<p><b>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</b></p> <ul style="list-style-type: none"> <li>a. 10 or more lots; or</li> <li>b. road reserve or new road; or</li> <li>c. cycle or pedestrian routes.</li> </ul>		
<p><b>PO9</b> Development ensures that the transport network and all its component elements is designed to:</p> <ul style="list-style-type: none"> <li>a. facilitate the efficient and cost-effective provision and maintenance of infrastructure;</li> <li>b. deliver the intended functional outcome of each element;</li> <li>c. have a clear hierarchical structure using the existing network classification;</li> <li>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.</li> </ul> <p><i>Note—A traffic impact assessment may be required in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> to demonstrate this performance outcome is satisfied.</i></p> <p><i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i></p>	<p><b>AO9</b> Development provides a transport network that:</p> <ul style="list-style-type: none"> <li>a. is designed and constructed in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:             <ul style="list-style-type: none"> <li>i. the Road hierarchy overlay map;</li> <li>ii. the Bicycle network overlay map;</li> <li>iii. the Streetscape hierarchy overlay map;</li> <li>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;</li> </ul> </li> <li>v. a traffic impact assessment report in accordance with the <a href="#">Transport, access, parking and servicing planning scheme</a></li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>The Proposal provides for road connections to Ventura Street and Amalfi Street, associated with adjoining subdivision redevelopment.</p>

	<p><a href="#">policy</a> and the report outcomes as agreed by the Council;</p> <p>c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the <a href="#">Refuse planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p> <p><i>Note—The majority of relevant standards identified in the planning scheme are located in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</i></p> <p><i>Note—This outcome can be demonstrated through an application that:</i></p> <ul style="list-style-type: none"> <li>• 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>• is certified by a <a href="#">Registered Professional Engineer Queensland</a> that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	
<p><b>PO10</b> Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <p>a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;</p> <p>b. are safe, suitably shaded and embellished, attractive and efficient;</p>	<p><b>AO10.1</b> Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <p>a. is in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or</p> <p>b. uses a pedestrian and bicycle accessibility grid-based network throughout the development</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b> No pedestrian or bicycle network upgrades are applicable.</p>

<p>c. link destinations such as major developments, public transport stops and <a href="#">parks</a> along the safest, most direct and convenient routes;</p> <p>d. provide routes that are on areas of least slope and avoid potential hazards such as flooding;</p> <p>e. run predominantly along public spaces including streets or <a href="#">parks</a> that are fronted by dwellings;</p> <p>f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</p> <p>g. are widened at potential vehicle conflict points.</p> <p><i>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.</i></p> <p><i>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</i></p>	<p>where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.</p> <p><i>Note—The <a href="#">Infrastructure design code</a> 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 <a href="#">Infrastructure design planning scheme policy</a>, where in the road reserve or through a <a href="#">park</a>.</i></p>	
<p><b>PO11</b> Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including:</p> <p>a. safe and efficient movement of users, including vehicles, cyclists and pedestrians;</p> <p>b. vehicle parking;</p> <p>c. access to properties, including accommodation of the largest design service vehicle;</p> <p>d. construction and maintenance of public utilities;</p>	<p><b>AO11</b> Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal provides for road reserves of 14m.</p>
<p><b>AO10.2</b> Development provides pathway links outside the road corridor that:</p> <p>a. comply with the Infrastructure design planning scheme policy;</p> <p>b. incorporate key elements of crime prevention through environmental design, including:</p> <p>i. having a maximum length of 40m;</p> <p>ii. providing a direct line of sight between ends of the link;</p> <p>iii. connecting between the road network and the <a href="#">park</a> where development is located between them.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</i></p> <p><i>Note—A minimum of 50% of any <a href="#">park</a> frontage should be to a <a href="#">minor road</a>.</i></p>		<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>No pathway links are applicable to The Proposal.</p>

<ul style="list-style-type: none"> <li>e. landscaping, street trees and shading;</li> <li>f. safety and visibility;</li> <li>g. integrated pedestrian and cyclist movement and safety;</li> <li>h. noise reduction;</li> <li>i. required design vehicles;</li> <li>j. utility services.</li> </ul>		
<p><b>PO12</b> Development provides a road network that:</p> <ul style="list-style-type: none"> <li>a. includes a <a href="#">minor road</a> network that creates convenient and safe movement between uses and to <a href="#">major roads</a>;</li> <li>b. positively contributes to and enhances the bicycle network and streetscape hierarchy;</li> <li>c. caters for the expected vehicle, pedestrian and cyclist use;</li> <li>d. utilises geometry consistent with the standards relevant for the road hierarchy;</li> <li>e. provides safe vehicular access to each lot where direct lot access is allowed;</li> <li>f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;</li> <li>g. provides safe pedestrian and cyclist crossings;</li> <li>h. minimises the need for earthworks;</li> <li>i. provides <a href="#">minor roads</a> adjoining and overlooking the public parks network;</li> <li>j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;</li> <li>k. maximises the quality of the <a href="#">public realm</a>, provision of street trees and availability of on-street parking.</li> </ul>	<p><b>AO12.1</b> Development provides a road network which is designed and constructed in compliance with the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      The road network has been designed in accordance with the Infrastructure design planning scheme policy. Refer to Civil documentation.</p>
	<p><b>AO12.2</b> Development provides a <a href="#">minor road</a> frontage for a minimum 50% of any <a href="#">park</a> edge where involving new <a href="#">park</a> or adjoining the site of an existing or approved <a href="#">park</a>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Proposal does not involve a park.</p>
	<p><b>AO12.3</b> Development provides road network that:</p> <ul style="list-style-type: none"> <li>a. is generally orientated on a modified grid pattern that allows for topographic constraints;</li> <li>b. facilitates the following orientation wherever possible:                             <ul style="list-style-type: none"> <li>i. generally north-south roads, to allow lots to have their long axes typically orientated east-west;</li> <li>ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.</li> </ul> </li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      The road network is a by-product of the adjoining road connections to Ventura Street and Amalfi Street and the trunk infrastructure works along the central portion of The Site.</p>
<p><b>PO13</b> Development provides connected road, pedestrian and bicycle networks.</p>	<p><b>AO13</b> Development involving new road ensures that a no through road is included only where:</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Proposal does not involve a no-through road.</p>

	<p>a. physical features obstruct road network continuity;</p> <p>b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;</p> <p>c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road;</p> <p>d. a manoeuvring area is dedicated for the road stub at the end of a no through <a href="#">minor road</a>, in compliance with the standards in the <a href="#">Infrastructure design planning scheme policy</a> and the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>e. if for residential development, a no through road:</p> <ul style="list-style-type: none"> <li>i. accommodates a maximum of 200 vehicle movements per day;</li> <li>ii. provides a visible manoeuvring area from the no through road entrance;</li> <li>iii. is no longer than 150m.</li> </ul> <p>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.</p> <p><i>Note—Physical features that might obstruct road network connectivity include waterways, <a href="#">parks</a> or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.</i></p>	
<p><b>PO14</b> Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> <li>a. in compliance with the intended function of the road;</li> <li>b. taking into consideration kerb space requirements for:</li> </ul>	<p><b>AO14</b> Development provides on-street car parking in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>          The Proposal provides for sufficient space within the road reserve for street parking.</p>

<ul style="list-style-type: none"> <li>i. bus stops, passenger set down, servicing and traffic control devices;</li> <li>ii. street trees and landscaping;</li> <li>iii. street furniture and public signage;</li> <li>iv. utilities and other infrastructure.</li> </ul>		
<p><b>PO15</b> Development provides intersection designs that ensure:</p> <ul style="list-style-type: none"> <li>a. safety, efficient function and visibility for vehicles, pedestrians and cyclists;</li> <li>b. verge areas that provide sufficient space for safe pedestrian movement;</li> <li>c. sufficient space for infrastructure and traffic management.</li> </ul>	<p><b>AO15</b> Development provides intersections that are designed in compliance with the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal does not involve an intersection.</p>
<p><b>PO16</b> Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.</p>	<p><b>AO16</b> Development provides bus infrastructure and intersections that are designed in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No bus infrastructure or intersections are proposed.</p>
<p><b>PO17</b> Development provides a transport network that is:</p> <ul style="list-style-type: none"> <li>a. designed to operate safely for users, pedestrians and cyclists;</li> <li>b. ensures emergency access or evacuation in emergencies.</li> </ul>	<p><b>AO17</b> Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. <i>Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal will not service more than 1,000 vehicles per day.</p>
<p><b>Section C—Specific performance outcomes and acceptable outcomes applicable to development</b></p>		
<p><b>Section C1—Development for reconfiguring a lot involving any of the following:</b></p> <ul style="list-style-type: none"> <li>a. a site that is more than 1ha in the Emerging community zone; or</li> <li>b. the number of potential dwellings is 20 or more in the Emerging community zone; or</li> <li>c. a site that is more than 7,000m<sup>2</sup> in the Low density residential zone; or</li> <li>d. the number of lots is 20 or more; or</li> <li>e. the opening of a new road, creation of a <a href="#">park</a>, the creation of a bicycle and pedestrian network element; or</li> <li>f. the creation of more than 50% of the lots with an area less than 350m<sup>2</sup> where not associated with a material change of use or in accordance with an approved building.</li> </ul> <p><i>Note—Refer to the <a href="#">Structure planning scheme policy</a> for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate <a href="#">dwelling houses</a> or where reconfiguring a lot is not proposed in conjunction with a material change of use.</i></p>		

<p><b>PO18</b> Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <ol style="list-style-type: none"> <li>a. the lot frontage of all residential lots is within:             <ol style="list-style-type: none"> <li>i. 400m <a href="#">walking distance</a> from a local <a href="#">park</a>, community hub or other central focal point to create a strong and positive neighbourhood identity;</li> <li>ii. 800m <a href="#">walking distance</a> of a local <a href="#">shop</a> and services;</li> </ol> </li> <li>b. the greatest intensity of development is within 400m <a href="#">walking distance</a> from:             <ol style="list-style-type: none"> <li>i. a centre other than a Neighbourhood centre;</li> <li>ii. high frequency public transport;</li> </ol> </li> <li>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;</li> <li>d. connected transport and public <a href="#">parks</a> networks are provided to encourage public and active transport use within and between neighbourhoods;</li> <li>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;</li> <li>f. centrally located <a href="#">parks</a>;</li> <li>g. sites are provided for community activities, services and facilities and utilities;</li> <li>h. integrated development with compatible surrounding development approvals and established residential areas;</li> <li>i. the outcomes of neighbourhood plans are delivered;</li> <li>j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an</li> </ol>	<p><b>AO18.1</b> Development is designed and sited in compliance with:</p> <ol style="list-style-type: none"> <li>a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following:             <ol style="list-style-type: none"> <li>i. integration, connection and relationship of the site with surrounding land uses;</li> <li>ii. roads, pathways, bicycle and public transport stops and stations;</li> <li>iii. character and environmental values and development constraints;</li> <li>iv. <a href="#">parks</a> and key destinations such as centres and <a href="#">community facilities</a>; or</li> </ol> </li> <li>b. a structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a>.</li> </ol> <p><i>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the <a href="#">Structure planning planning scheme policy</a> where this information is insufficient.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal aligns with the structure plan associated with adjacent subdivision redevelopment.</p> <p>Refer to Section 3 of the Planning Report for more detail.</p>
	<p><b>AO18.2</b> Development likely to generate significant pedestrian movements provides a layout with a:</p> <ol style="list-style-type: none"> <li>a. maximum street block length of 220m;</li> <li>b. maximum street block depth of 80m;</li> <li>c. mid-block pedestrian pathway:             <ol style="list-style-type: none"> <li>i. every 150m of street block length or part thereof where a street block length exceeds 200m;</li> <li>ii. providing a minimum 5m wide direct line of sight between the link ends.</li> </ol> </li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal will not generate significant pedestrian movement.</p>

<p>applicable neighbourhood plan or overlay or as determined through a structure planning process.</p> <p><i>Note—A structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a> can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.</i></p> <p><i>Note—In interpreting PO18(b)(ii) the term ‘high frequency public transport’ means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</i></p>		
<p><b>PO19</b> Development ensures that the layout retains and responds to:</p> <ol style="list-style-type: none"> <li>physical features such as topography, natural drainage systems and significant vegetation;</li> <li>existing heritage or character buildings;</li> <li>adjoining existing uses and the transport and public <a href="#">park</a> networks.</li> </ol>	<p><b>AO19.1</b> Development retains and incorporates significant vegetation within a <a href="#">park</a>, the road reserve, waterways or corridors, common property or private open space areas.</p> <p><i>Note—The <a href="#">Vegetation planning scheme policy</a> provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal does not involve any of the nominated activities.</p>
<p><b>PO20</b> Development provides a layout that supports pedestrian access to public transport services by locating:</p> <ol style="list-style-type: none"> <li>a high proportion of dwellings close to public transport stops;</li> <li>higher density residential development close to transport stops;</li> <li>non-residential or high trip-generating uses immediately proximate to transport stops.</li> </ol>	<p><b>AO19.2</b> Development integrates heritage or character buildings with <a href="#">community facilities</a> or shared facilities.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO21</b> Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p><b>AO20</b> Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m <a href="#">walking distance</a> of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or <a href="#">busway station</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal does not involve non-residential uses. The Site is not within 400m walking distance of the nominated public transport nodes.</p>
	<p><b>AO21.1</b> Development provides lots that are generally designed and positioned to locate:</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is relatively flat.</p>

	<p>a. <a href="#">small lots</a> or the greatest dwelling densities on north-facing slopes with gradients of less than 15%;</p> <p>b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.</p>	
<p><b>PO22</b> Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:</p> <p>a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan;</p> <p>b. is consistent with the surrounding lot character; or</p> <p>c. provides a gradual transition in lot character where the site’s location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities.</p> <p><i>Note—A performance outcome for a <a href="#">small lot</a> that does not comply with AO22.2 requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</i></p>	<p><b>AO21.2</b> Development involving a <a href="#">small lot</a> that has a <a href="#">building envelope plan</a>, or provides for integrated <a href="#">small lot</a> development, identifies on the <a href="#">building envelope plan</a> private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.</p> <p><b>AO22.1</b> Development provides a range of lot sizes that comply with:</p> <p>a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or</p> <p>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</p> <p>c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of <a href="#">Table 9.4.10.3.B</a> and surrounding lot character consistent with the proposed uses of the site.</p> <p><i>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as <a href="#">dwelling houses</a>, <a href="#">multiple dwellings</a>) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and <a href="#">local roads</a>.</i></p> <p><b>AO22.2</b></p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b> No small lots involve building envelopes.</p> <hr/> <p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b> Refer to Section 3 of Planning Report.</p> <hr/> <p><input checked="" type="checkbox"/> <b>Complies</b></p>

	<p>Development fronting an existing or proposed road provides:</p> <ol style="list-style-type: none"> <li>a. no more than 6 contiguous <a href="#">small lots</a> that are separated by no less than 2 standard lots from other <a href="#">small lots</a>, where in the Emerging community zone, Low density residential zone and Character residential zone;</li> <li>b. no more than 6 contiguous <a href="#">small lots</a> that feature abutting built to boundary walls, where in the Low-medium density residential zone;</li> <li>c. if adjoining land in the Residential zones category or the Emerging community zone:             <ol style="list-style-type: none"> <li>i. a consistent lot character;</li> <li>ii. a gradual transition in lot sizes, dimensions and layout where within 400m <a href="#">walking distance</a> from a centre other than a Neighbourhood centre, and high frequency public transport.</li> </ol> </li> </ol> <p><i>Note—Identification of a <a href="#">development footprint plan</a> can assist in demonstrating achievement of this acceptable outcome. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p><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.</i></p>	<p><input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>The Proposal does not provide more than 6 small lots (side-by-side) fronting Sweets Road.</p>
<p><b>PO23</b></p> <p>Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:</p> <ol style="list-style-type: none"> <li>a. site access opportunities or restrictions;</li> <li>b. positive streetscape or <a href="#">park</a> interface opportunities;</li> <li>c. opportunities to locate near transport stops or on transport routes;</li> </ol>	<p><b>AO23</b></p> <p>Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:</p> <ol style="list-style-type: none"> <li>a. with a frontage to a road higher than a <a href="#">minor road</a> in the road hierarchy that can serve as the primary vehicle access point;</li> <li>b. on the end of street blocks or corners;</li> <li>c. within 200m <a href="#">walking distance</a> of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;</li> </ol>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Proposal does not involve non-residential uses.</p>

<p>d. uses and building forms to act as noise buffers to external noise sources such as <a href="#">major roads</a>, railways or other non-residential uses;</p> <p>e. development interfaces and land use transitions to residential uses.</p>	<p>d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.</p>	
<p><b>PO24</b> Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.</p>	<p><b>AO24.1</b> Development where providing lots for <a href="#">multiple dwellings</a>:</p> <p>a. facilitates direct pedestrian and vehicle access to ground-floor dwellings;</p> <p>b. locates lots:</p> <ol style="list-style-type: none"> <li>i. on corner sites; or</li> <li>ii. at the ends of street blocks; or</li> <li>iii. where they have dual frontage.</li> </ol> <p><i>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</i></p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
	<p><b>AO24.2</b> Development ensures that a lot that is less than 350m<sup>2</sup> or with a frontage width less than 10m:</p> <p>a. is located mid-block or adjacent to a <a href="#">park</a> where there is dual frontage;</p> <p>b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions;</p> <p>c. if serviced by a rear lane, the lane is no longer than 60m in length.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>No proposed lots are less than 350m<sup>2</sup>.</p>
	<p><b>AO24.3</b> Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal provides for a mixture of lot sizes.</p>
<p><b>PO25</b> Development involving a lot intended for a <a href="#">dwelling house</a> is of a regular shape and an appropriate size and dimensions:</p>	<p><b>AO25.1</b> Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with <a href="#">Table 9.4.10.3.B</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed lots are rectangular.</p>
	<p><b>AO25.2</b></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p>

<p>a. for the siting and construction of any existing or potential <a href="#">dwelling houses</a> and any ancillary building or activity;</p> <p>b. to maximise outdoor private space, privacy and <a href="#">amenity</a>;</p> <p>c. to provide convenient on-site vehicle access and parking.</p>	<p>Development with lots less than 600m<sup>2</sup> provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with <a href="#">Figure a</a>.</p>	<p><input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>As above.</p>
<p><b>PO26</b></p> <p>Development provides land for <a href="#">park</a> purposes that is well distributed and located and is consistent with:</p> <p>a. the nature of surrounding <a href="#">parks</a>;</p> <p>b. the needs of occupants and visitors;</p> <p>c. the safety and connection to the transport network.</p>	<p><b>AO26</b></p> <p>Development provides land for <a href="#">park</a> purposes that is in compliance with the <a href="#">Park planning and design code</a> and the <a href="#">Local government infrastructure plan</a>.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Proposal is not required to provide a park.</p>
<p><b>Section C2—Detailed performance outcomes and acceptable outcomes for a <a href="#">small lot</a>:</b></p> <p>a. not complying with the dimensions in <a href="#">Table 9.4.10.3.B</a>; or</p> <p>b. with a frontage width of less than 10m.</p>		
<p><b>PO27</b></p> <p>Development ensures that each <a href="#">small lot</a> is of a suitable size, frontage width and configuration to enable the development of a <a href="#">dwelling house</a>, associated ancillary structures and site access without adversely impacting the:</p> <p>a. intended character of a locality;</p> <p>b. quality of the <a href="#">public realm</a> and the provision of street trees;</p> <p>c. availability of on-street car parking;</p> <p>d. natural, character or heritage features of the lot.</p> <p><i>Note—A performance outcome for a <a href="#">small lot</a> that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p><b>AO27.1</b></p> <p>Development where a <a href="#">small lot</a> and not complying with the dimensions in <a href="#">Table 9.4.10.3.B</a> provides a <a href="#">development footprint plan</a>:</p> <p>a. formed by the acceptable outcomes for side and rear boundary <a href="#">setbacks</a> for a <a href="#">dwelling house</a> in compliance with the <a href="#">Dwelling house (small lot) code</a>;</p> <p>b. 3m to the <a href="#">primary street frontage</a> or the least <a href="#">setback</a> of an adjoining dwelling, wherever is greater;</p> <p>c. 1.5m to any <a href="#">secondary street frontage</a> where for a <a href="#">corner lot</a>;</p> <p>d. 3m to any private open space on an existing or proposed adjoining <a href="#">small lot</a>.</p> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>All proposed small lots comply with Table 9.4.10.3.B and have frontages greater than 10m.</p>

	<p><i>Note—The <a href="#">development footprint plan</a> does not override the <a href="#">Dwelling house (small lot) code</a> other than to the extent provided for in that code.</i></p>	
	<p><b>AO27.2</b>            Development where a <a href="#">small lot</a> and not complying with the dimensions in <a href="#">Table 9.4.10.3.B</a> provides a minimum of 16m<sup>2</sup> principle private open space with a minimum dimension of 4m.</p> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p><i>Note—The <a href="#">development footprint</a> does not override the <a href="#">Dwelling house (small lot) code</a> other than to the extent provided for in that code.</i></p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO27.3</b>            Development locates the <a href="#">development footprint plan</a> so that no more than 6 <a href="#">dwelling houses</a> in a row provide for co-located built to boundary walls.</p> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO27.4</b>            Development where a <a href="#">small lot</a> with a frontage width of less than 10m provides a <a href="#">development footprint plan</a> demonstrating that any vehicle parking areas, access or driveway is in a location that:</p> <ol style="list-style-type: none"> <li>a. minimises impacts to existing street trees and on-street car parking;</li> <li>b. maximises opportunities for street tree planting and on-street car parking.</li> </ol> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> will form part of the development approval and may be conditioned to be</i></p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p>

	<i>included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i>	
<b>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</b>		
The Site is not identified within the Industry zones category or the Extractive industry zone.		
<b>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</b>		
<i>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.</i>		
The Site is not identified within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone.		
<b>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</b>		
The Site is not located within the Environmental management zone, Rural zone or a very-low density residential potential development area.		
<b>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</b>		
<b>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</b>		
<p><b>PO34</b> Development does not result in:</p> <ul style="list-style-type: none"> <li>a. the use of a premises being impaired or made unlawful;</li> <li>b. dependent activities of a use becoming separated by titling;</li> <li>c. the functioning of the relevant development approval being compromised.</li> </ul> <p><i>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.</i></p> <p><i>Note—For instance, while the reconfiguring a lot for a <a href="#">multiple dwelling</a> 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.</i></p> <p><i>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</i></p>	<p><b>AO34.1</b> Development ensures:</p> <ul style="list-style-type: none"> <li>a. the use of premises remains lawful;</li> <li>b. development remains in compliance with planning and building standards and development approvals.</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p> <p>The Proposal will create 40 freehold lots.</p>
	<p><b>AO34.2</b> Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

<p><i>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.</i></p>		
<p><b>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></b></p> <p><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.</i></p>		
<p>The Proposal does not involve standard format lot with common property.</p>		

## 2. Neighbourhood Plan Codes

### 2.1. Lower Oxley Creek South Neighbourhood Plan Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b></p>		
<p><b>If in a zone in the residential zones category and any sub-category of the Biodiversity areas overlay and for a <a href="#">dwelling house</a> or <a href="#">outdoor lighting</a></b></p>		
<p><b>PO1</b> Development for a <a href="#">dwelling house</a> and associated development is located to:</p> <ol style="list-style-type: none"> <li>minimise impact on biodiversity values;</li> <li>provide a reasonable <a href="#">development footprint</a> for a <a href="#">dwelling house</a> and associated development.</li> </ol>	<p><b>AO1</b> Development for a <a href="#">dwelling house</a> and associated ancillary development or <a href="#">outdoor lighting</a> is:</p> <ol style="list-style-type: none"> <li>located within an approved <a href="#">development footprint plan</a>; or</li> <li>within a <a href="#">development footprint</a> that is:                             <ol style="list-style-type: none"> <li>located within a maximum 600m<sup>2</sup> <a href="#">development footprint</a> area;</li> <li>regular in shape with a minimum dimension of 15m;</li> <li>located a minimum 6m from any public road, except for a driveway.</li> </ol> </li> </ol>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Proposal is for a subdivision.</p>
<p><b>If in the Environmental management zone and any sub-category of the Biodiversity areas overlay and for a <a href="#">dwelling house</a> or <a href="#">outdoor lighting</a></b></p>		
<p>The Site is not identified within the nominated zone.</p>		
<p><b>Section B—If for assessable development</b></p>		
<p><b>General</b></p>		
<p><b>PO3</b> Development provides infrastructure to encourage the roll out of high-speed broadband networks.</p>	<p><b>AO3</b> New lots are provided with high-speed telecommunications infrastructure.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      Refer to Civil Documentation.</p>
<p><b>PO4</b></p>	<p><b>AO4</b></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p>

<p>Development provides separation distance between potentially incompatible land uses that:</p> <ol style="list-style-type: none"> <li>protects the <a href="#">amenity</a> of new development from noise disturbance and impacts from air quality;</li> <li>avoids prejudicing the continuation of lawfully established <a href="#">rural activities</a>.</li> </ol>	<p>Development ensures that the separation distance between <a href="#">sensitive uses</a> or <a href="#">sensitive zone</a> and the premises of an existing rural activity is more than 250m.</p>	<p><input type="checkbox"/> Performance Solution  <input type="checkbox"/> Not Applicable                  The Site is separated greater than 250m from the nearest rural activity.</p>
<p><b>Where land is in a zone in the residential zones category and the General ecological significance sub-category or the General ecological significance strategic sub-category of the Biodiversity areas overlay</b></p> <p><i>Note—This excludes sites located in a neighbourhood centre.</i></p> <p><i>Note—A <a href="#">restoration plan</a> is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles in the <a href="#">Biodiversity areas planning scheme policy</a>.</i></p>		
<p><b>PO5</b></p> <p>Where land is identified within a zone in the residential zones category or the industrial zones category, significant vegetation is protected, conserved and rehabilitated to ensure its long term viability.</p>	<p><b>AO5</b></p> <p>Where land is identified within a zone in the residential zones category or the industrial zones category, significant vegetation is:</p> <ol style="list-style-type: none"> <li>protected from development including <a href="#">edge effects</a>;</li> <li>rehabilitated in accordance with a <a href="#">restoration plan</a>.</li> </ol>	<p><input checked="" type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input type="checkbox"/> Not Applicable                  Refer to Ecological Assessment.</p>
<p><b>PO6</b></p> <p>The location of new roads enhances connectivity and permeability. Where possible, new roads are coordinated with the provision of trunk drainage infrastructure and/or are located on the perimeter of <a href="#">parks</a>.</p>	<p><b>AO6</b></p> <p>Mid-block road connects are provided between:</p> <ol style="list-style-type: none"> <li>Van Dieren Road and Laxton Road;</li> <li>Laxton Road and Sweets Road;</li> <li>Wadeville Street and Stapylton Road;</li> <li>as shown in <a href="#">Figure a</a>.</li> </ol>	<p><input checked="" type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input type="checkbox"/> Not Applicable                  The Proposal involves a new road connection within the central portion of The Site connecting Sweets Road south to Laxton Road (in accordance with Figure a).</p>
<p><b>PO7</b></p> <p>Development does not prejudice a future east–west road connection over Blunder Creek to Brookside Street as indicated in <a href="#">Figure a</a>.</p> <p><i>Note—The preferred location and alignment of the east–west connection to Doolandella will be determined in conjunction with Council. Public transport accessibility must be considered in the positioning of the new road link (shown as new road, indicated in <a href="#">Figure a</a>).</i></p>	<p><b>AO7</b></p> <p>No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  The Proposal is not affected by the east-west road connection.</p>
<p><b>PO8</b></p> <p>Development does not prejudice the future upgrade of Paradise Road as indicated in <a href="#">Figure a</a>.</p>	<p><b>AO8</b></p> <p>No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p>

<p><b>PO9</b> Development provides for local recreation <a href="#">parks</a> that:</p> <ul style="list-style-type: none"> <li>a. are of a sufficient area and dimension to cater for a range of local recreational activities;</li> <li>b. are of sufficient size to protect significant vegetation;</li> <li>c. are sited in locations where housing can provide casual surveillance of the <a href="#">park</a></li> <li>d. are within <a href="#">walking distance</a> to most residents.</li> </ul>	<p><b>AO9</b> Development incorporates future <a href="#">parks</a> as indicated in <a href="#">Figure a</a> that:</p> <ul style="list-style-type: none"> <li>a. are a minimum size of 1ha;</li> <li>b. are a minimum road frontage of 50%;</li> <li>c. are located within 750m <a href="#">walking distance</a> of most residents.</li> </ul>	<p>The Proposal does not involve Paradise Road.</p> <p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal is not affected by a future park.</p>
<p><b>PO10</b> Stormwater management infrastructure is:</p> <ul style="list-style-type: none"> <li>a. integrated with other urban infrastructure and is located on privately owned land; or</li> <li>b. located in public <a href="#">parks</a> of sufficient size to ensure that it does not compromise the utility, <a href="#">amenity</a> or functioning of the <a href="#">park</a>, in accordance with <a href="#">desired standards of service</a>; and is suitably designed and located to reduce maintenance requirements and whole of life costs.</li> </ul>	<p><b>AO10</b> Stormwater management infrastructure is located:</p> <ul style="list-style-type: none"> <li>a. on privately owned land for community title developments; or</li> <li>b. on road reserves only where:             <ul style="list-style-type: none"> <li>i. the road reserve width is sufficient to ensure batter grades do not exceed 1V:4H;</li> <li>ii. the infrastructure can be suitably located to avoid driveway crossovers and avoid conflicts with standard alignments for services;</li> <li>iii. the infrastructure can be integrated with traffic calming devices, street trees and other landscaping; or</li> </ul> </li> <li>c. in public <a href="#">parks</a> where:             <ul style="list-style-type: none"> <li>i. the <a href="#">park</a> comprises an area of at least 1ha;</li> <li>ii. the treatment area is the <a href="#">park</a> is no greater than 50% of the catchment's total water quality treatment area requirements, with the remaining treatment area distributed through development areas as water sensitive urban design;</li> <li>iii. it does not occupy more than 5% of the total <a href="#">park</a> area;</li> </ul> </li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Refer to Civil Documents.</p>

	<ul style="list-style-type: none"> <li>iv. it incorporates landscaping consistent with the character of the public <a href="#">park</a> and avoids the use of retaining walls;</li> <li>v. it is provided with suitable access for maintenance purposes;</li> <li>vi. it does not reduce the range or quality of recreational opportunities available in the <a href="#">park</a> according to the intended function and <a href="#">desired standard of service</a> for the <a href="#">park</a> type.</li> </ul>	
<p><b>PO11</b> Development that has a common boundary to a <a href="#">park</a> or school provides opportunities for the passive surveillance of <a href="#">parks</a> and schools.</p>	<p><b>AO11</b> Development ensures the height of fences/walls that have a common boundary with a <a href="#">park</a> or school do not exceed:</p> <ul style="list-style-type: none"> <li>a. 1.8m if 50% transparent;</li> <li>b. 1.5m if solid.</li> </ul> <p><i>Note—Transparent fencing must not include barbed wire, chain wire or similar materials.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  To be conditioned as part of the approval.</p>
<p><b>If in the Low density residential zone where for a house on a lot less than 400m<sup>2</sup></b></p>		
<p><b>PO12</b> Development for small house lots:</p> <ul style="list-style-type: none"> <li>a. are located on land physically suitable to accommodate the intended housing form;</li> <li>b. avoid a repetitive streetscape appearance;</li> <li>c. avoid the proliferation of closely spaced vehicle crossovers and maximise on-street parking opportunities;</li> <li>d. do not undermine the intended character of the zoning;</li> <li>e. are of a sufficient size to accommodate the intended housing form;</li> <li>f. are limited in extent and represent only a very small proportion of the overall lot mix.</li> </ul>	<p><b>AO12.1</b> House lots have an area of at least 250m<sup>2</sup>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  All proposed lots are equal-to or greater than 400m<sup>2</sup>.</p>
	<p><b>AO12.2</b> No more than 5 house lots with a minimum size of less than 400m<sup>2</sup> fronting the same street adjoin each other.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO12.3</b> Lots less than 400m<sup>2</sup> do not exceed 5% of the total number of proposed lots.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>If in the Low-medium density residential zone</b></p>		
<p>The Site is not identified within the nominated zone.</p>		
<p><b>If in the Low-medium density residential zone where for lots less than 400m<sup>2</sup></b></p>		
<p>The Site is not identified within the nominated zone.</p>		

If in a zone in the residential zones category and the High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay		
<p><b>PO16</b> Lot layout, siting and size, <a href="#">building footprints</a> and <a href="#">filling and excavation</a>:</p> <p>a. are consistent with the landscape character intent of the precinct;</p> <p>b. maximise the preservation of koala habitat values;</p> <p>c. facilitate safe koala movement;</p> <p>d. minimise <a href="#">edge effects</a>;</p> <p>e. provide a koala habitat transition between urban and non-urban areas;</p> <p>f. are designed and sited to avoid or appropriately mitigate natural hazards in accordance with acceptable standards.</p>	<p><b>AO16.1</b> The lot size is not less than 1,500m<sup>2</sup>.</p>	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to <b>Section 8</b> of Planning Report.
	<p><b>AO16.2</b> Each lot contains a <a href="#">development footprint plan</a> that is:</p> <p>a. a maximum of 600m<sup>2</sup>;</p> <p>b. set back from any public road by a minimum distance of 6m, except driveway;</p> <p>c. regular in shape with a minimum dimension of 15m;</p> <p>d. located outside a waterway corridor, as shown on the Waterway corridors overlay map;</p> <p>e. situated no less than 100m from the Moonie oil pipelines;</p> <p>f. situated no less than 100m from AGL gas pipeline.</p>	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<p><b>AO16.3</b> A <a href="#">development footprint plan</a> for each proposed lot, is nominated for:</p> <p>a. the potential dwelling including secondary dwellings;</p> <p>b. all ancillary buildings and structures, such as pools, tennis courts or other impervious recreation services and outbuildings such as garages;</p> <p>c. parking areas and accesses/driveways;</p> <p>d. excavation, filling and retaining walls;</p> <p>e. where applicable, a <a href="#">home-based business</a>, satellite dish and <a href="#">outdoor lighting</a>.</p>	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<p><b>AO16.4</b> Development does not result in clearing koala habitat or clearing koala habitat is limited to the nominated <a href="#">development footprint plan</a>.</p>	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Ecological Reports.
	<p><b>AO16.5</b> Areas outside the nominated <a href="#">development footprint plan</a> are rehabilitated in accordance with</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b>

	<p>a <a href="#">restoration</a> plan. The <a href="#">restoration</a> plan includes recognised koala habitat trees.</p> <p><i>Note—Refer to the <a href="#">Biodiversity areas planning scheme policy</a> for a list of recognised koala habitat trees.</i></p> <p><i>Note—A <a href="#">restoration</a> plan is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles contained in the <a href="#">Biodiversity areas planning scheme policy</a>.</i></p>	<p>As above.</p>
	<p><b>AO16.6</b>  <a href="#">Filling and excavation</a> does not occur outside the nominated <a href="#">development footprint</a>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input checked="" type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Refer to Civil Reports.</p>
	<p><b>AO16.7</b>  <a href="#">Filling and excavation</a> does not occur within the drip line (root zone) of <a href="#">non-juvenile koala habitat trees</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Refer to Ecological documents.</p>
<p><b>If in the Neighbourhood centre zone</b></p>		
<p>The Site is not identified within the nominated zone.</p>		
<p><b>Community space in the Pallara neighbourhood centre located on the corner of Ritchie Road and Laxton Street</b></p>		
<p>The Site is not located on the corner of Ritchie Road and Laxton Street.</p>		
<p><b>If in the Paradise Road precinct (Lower Oxley Creek south neighbourhood plan/NPP-001)</b></p>		
<p>The Site is not identified within the nominated precinct.</p>		
<p><b>If in the Environmental management zone</b></p>		
<p>The Site is not identified within the nominated zone.</p>		

### 3. Prescribed Secondary Codes

#### 3.1. Landscape Work Code

Performance outcomes	Acceptable outcomes	Response
<b>PO1</b> Development ensures that trees are protected from development impacts.	<b>AO1.1</b> Development ensures that trees identified in a <a href="#">landscape concept plan</a> or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No landscaping is proposed.
	<b>AO1.2</b> 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.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No tree pruning/ surgery is proposed.
<b>PO2</b> Development provides acoustic barriers and long fences along street frontages which: a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances.	<b>AO2.1</b> 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 <a href="#">Infrastructure design planning scheme policy</a> ; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No landscaping is proposed.
	<b>AO2.2</b>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	<p>Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <p>a. species in accordance with the <a href="#">Planting species planning scheme policy</a>;</p> <p>b. a minimum of 2 tier planting.</p>	As above.
<p><b>PO3</b> Development provides species as a screen or buffer which maintain the <a href="#">amenity</a> of <a href="#">adjoining premises</a>.</p>	<p><b>AO3</b> Development ensures that a landscape buffer required by a use code incorporates:</p> <p>a. species in accordance with the <a href="#">Planting species planning scheme policy</a>;</p> <p>b. a minimum of 2 tier planting.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<p><b>PO4</b> Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.</p>	<p><b>AO4.1</b> Development provides growing media and volumes for landscape work in accordance with the <a href="#">Landscape design planning scheme policy</a>.</p> <p><i>Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.</i></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO4.2</b> Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO4.3</b> Development provides podium planting in compliance with the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<p><b>PO5</b> Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.</p>	<p><b>AO5.1</b> Development incorporates a plant selection along a pathway which ensures:</p> <p>a. a clear trunk height of minimum 1.8m at maturity;</p> <p>b. a shrub height of maximum 1m at maturity.</p> <p>Refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO5.2</b></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution

	<p>Landscaping and mounding do not interfere with visibility along a pathway. Refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO6</b> Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p><b>AO6</b> Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. <i>Note—Cues could include changes in levels, surface or landscape treatment or fencing.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO7</b> Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: a. screening and buffering; b. street presentation; c. shading; d. <a href="#">amenity</a>.</p>	<p><b>AO7</b> Development provides species in accordance with the <a href="#">Planting species planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO8</b> Development provides planting densities and stock sizes which are optimised to: a. reduce maintenance and erosion; b. achieve <a href="#">amenity</a> and ecological outcomes; c. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. <i>Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p><b>AO8.1</b> Development provides planting densities and stock sizes when planting in natural ground which achieves: a. full coverage of the mulched planting areas within 2 years; b. 95% coverage of the extent of the elevation within 2 years where for green facades.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO8.2</b> Development achieves the minimum planting coverage for any artificial growing environment as specified in the <a href="#">Landscape design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO9</b> 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.</p>	<p><b>AO9.1</b> Development provides species in a car park that are selected in accordance with the <a href="#">Planting species planning scheme policy</a>.</p> <p><b>AO9.2</b></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b></p>

	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	<input checked="" type="checkbox"/> <b>Not Applicable</b>
<b>PO10</b> Development for a shade structure does not compromise landscape outcomes.	<b>AO10</b> Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<b>PO11</b> 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.	<b>AO11</b> Development of a retaining wall: a. is constructed in compliance with the structures standards in the <a href="#">Infrastructure design planning scheme policy</a> and is certified by a <a href="#">Registered Professional Engineer Queensland</a> ; b. incorporates planting areas.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Civil documents.
<b>PO12</b> Development provides for: a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; b. drainage and stormwater management measures to reduce any adverse impacts on the landscape; c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; d. reticulated irrigation to all artificial growing environments.  <i>Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i>	<b>AO12.1</b> Development provides drainage for artificial growing environments which is connected to the stormwater drain.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No landscaping is proposed.
	<b>AO12.2</b> Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the <a href="#">Landscape design planning scheme policy</a> .	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<b>AO12.3</b> Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.  <i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</i>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<b>AO12.4</b>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	Development provides a reticulated irrigation system to all landscaping areas in accordance with the <a href="#">Landscape design planning scheme policy</a> .	
<p><b>PO13</b> Development provides landscaping and supporting growing environments which:</p> <ul style="list-style-type: none"> <li>a. are safe;</li> <li>b. ensure efficient and effective maintenance;</li> <li>c. ensures success and long-term performance.</li> </ul> <p><i>Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p><b>AO13.1</b> Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.2</b> Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.3</b> Development provides one hose cock within each private landscape and recreation area.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.4</b> Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.5</b> Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.6</b> Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.7</b> Development ensures that artificial growing environments are designed to allow for flush out.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO13.8</b> Irrigation systems are designed to prevent overspray outside of planting areas.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<p><b>PO14</b> Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p><b>AO14</b> Development provides plant species which are selected and sited, taking into consideration the</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	location and access requirements of overhead and underground services.	
<p><b>PO15</b> Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.</p> <p><i>Note—Guidance is provided in the <a href="#">Landscape design planning scheme policy</a>.</i></p>	<p><b>AO15.1</b> Artificial growing environments are designed in accordance with the <a href="#">Landscape design planning scheme policy</a> and are considered in the structural design of the development.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO15.2</b> Artificial growing environments include appropriate drainage and waterproofing in accordance with the <a href="#">Landscape design planning scheme policy</a>.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<p><b>PO16</b> Development incorporating a <a href="#">rooftop garden</a> provides landscaping that:</p> <ol style="list-style-type: none"> <li>is integrated into the <a href="#">rooftop garden</a> design;</li> <li>ensures that landscaped open spaces dominate the built form elements;</li> <li>contributes to shade of <a href="#">communal open space</a>;</li> <li>enhances the visual amenity and function of different <a href="#">rooftop garden</a> spaces;</li> <li>contributes to greening the building appearance when viewed from external public vantage points.</li> </ol> <p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p><b>AO16.1</b> Development incorporating a <a href="#">rooftop garden</a> provides landscaping that includes:</p> <ol style="list-style-type: none"> <li>planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building;</li> <li>a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the <a href="#">Planting species planning scheme policy</a>;</li> <li>suitable medium shrubs and small trees in accordance with the <a href="#">Planting species planning scheme policy</a> providing a minimum 25% shade cover of rooftop <a href="#">communal open space</a> within 5 years.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO16.2</b> Development for a <a href="#">rooftop garden</a> where <a href="#">Section 1.7.7(3)</a> applies, or where exceeding maximum <a href="#">building height</a>, provides soft landscaping features that are:</p> <ol style="list-style-type: none"> <li>a minimum 75% open to the sky;</li> <li>provided in addition to any artificial soft landscape features.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

### 3.2. Outdoor Lighting Code

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

### 3.3. Park Planning and Design Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>PO1</b> Development ensures that the <a href="#">park</a> is provided and developed:</p> <ul style="list-style-type: none"> <li>a. to maximise recreational, visual, cultural, biodiversity, health and wellbeing values;</li> <li>b. to exhibit design excellence in form and function with a size, shape and topography suited to the intended function, level and intensity of use;</li> <li>c. to meet the requirements of intended users;</li> <li>d. in appropriate locations that will provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby <a href="#">parks</a>;</li> <li>e. to contribute positively to Brisbane’s natural and built form and legibility;</li> <li>f. to protect and enhance visual and physical connections to the Brisbane River and waterways.</li> </ul> <p><i>Note—Refer to the <a href="#">Sport and recreation zone</a> and <a href="#">Open space zone</a> for a description of zone precincts and the <a href="#">Infrastructure design planning scheme policy</a> for a description of <a href="#">park</a> types in the Brisbane park classification system.</i></p>	<p><b>AO1.1</b> Development provides and embellishes land for a public <a href="#">park</a> where identified in a structure plan prepared in compliance with the <a href="#">Structure planning planning scheme policy</a> and the <a href="#">Local government infrastructure plan</a>.</p> <p><i>Note—All other public <a href="#">park</a> infrastructure (land and embellishment) is required to be provided in accordance with the <a href="#">Local government infrastructure plan</a> and its <a href="#">desired standards of service</a>.</i></p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on land location, embellishment and services.</i></p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development does not involve a park.
	<p><b>AO1.2</b> Development ensures that the width of any <a href="#">park</a> is not less than 10m at any point.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO1.3</b> Development provides visual and physical access, where achievable, to Brisbane River and waterways through appropriate orientation and layout of <a href="#">park</a> features.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<p><b>PO2</b> Development ensures that the <a href="#">park</a> is transferred into the Council’s ownership.</p>	<p><b>AO2</b> Development ensures that at the time of registration of title, the <a href="#">park</a> is transferred to the Council without cost except where otherwise provided in an infrastructure agreement.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<p><b>PO3</b> Development ensures that the <a href="#">park</a> has a gradient that is suitable for its intended use, does not pose a safety hazard and allows for ease of maintenance.</p>	<p><b>AO3</b> Development ensures that for the <a href="#">park</a>:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. fields for ball sports have a gradient in the range of 1V:70H to 1V:100H;</li> </ul>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	<p>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.</p>	
<p><b>PO4</b> Development ensures that the <a href="#">park</a> is not subject to unreasonable impacts from industrial activities or major transport corridors.</p>	<p><b>AO4</b> Development ensures that the <a href="#">park</a> does not serve primarily as a buffer to the railway network or a public transport corridor identified in the <a href="#">Strategic framework</a> or to a <a href="#">motorway</a>, <a href="#">arterial road</a>, <a href="#">suburban road</a> or primary freight route.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO5</b> Development ensures that:</p> <p>a. the <a href="#">park</a> is well located, well connected and permeable;</p> <p>b. access to and within the <a href="#">park</a> is safe and convenient, irrespective of the mode of transport used;</p> <p>c. the <a href="#">park</a> is accessible for people of differing abilities.</p>	<p><b>AO5.1</b> Development ensures that paths provided within the <a href="#">park</a> are sited to enable links to other components of the public open space system or local destinations.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO5.2</b> Development ensures that vehicular access provided within the <a href="#">park</a> does not conflict with non-vehicular circulation or impact on the <a href="#">park</a>'s open space values.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO5.3</b> Development ensures that the <a href="#">park</a> is not separated from the community it is intended to serve by physical barriers such as fenced service utilities, <a href="#">motorways</a>, <a href="#">arterial roads</a>, the railway network, public transport corridors, rivers or city-wide waterway corridors.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO5.4</b> Development ensures that the <a href="#">park</a>:</p> <p>a. is located within close proximity to bus routes and bus stops at <a href="#">park</a> frontages;</p> <p>b. is accessible via footpaths or cycle paths in accordance with crime prevention through environmental design principles;</p> <p>c. has adequate street frontage to cater for on-street car parking;</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<p>d. has adequate off-street car parking for district and metropolitan <a href="#">parks</a>.</p> <p><i>Note—The <a href="#">Transport, access, parking and servicing planning scheme policy</a> provides detail on parking rates and layout.</i></p>	
	<p><b>AO5.5</b> Development ensures that the entry nodes of new <a href="#">parks</a> highlight safe access points and provide path connections to major activity spaces and facilities.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO6</b> Development ensures that:</p> <p>a. public utilities and infrastructure is provided for <a href="#">park</a>-related purposes as required;</p> <p>b. easements, public utilities and infrastructure do not constrain the intended use of the <a href="#">park</a> and align with the pedestrian and cyclist network to minimise impacts on vegetation and landform.</p> <p><i>Notes—</i></p> <ul style="list-style-type: none"> <li><i>The Council may accept a <a href="#">park</a> affected by an easement or other infrastructure. In this instance works within the easement are carried out in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and the requirements of the relevant service authority.</i></li> <li><i>The preparation of a <a href="#">park concept plan</a> indicating where and how easements, public utilities and infrastructure are proposed to be located within the <a href="#">park</a> can assist in demonstrating achievement of this performance outcome.</i></li> </ul>	<p><b>AO6.1</b> Development ensures that sewer and electricity connections are provided to district and metropolitan <a href="#">parks</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO6.2</b> Development ensures that water connections are provided to at least one point within the <a href="#">park</a> and to all development boundaries.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO6.3</b> Development ensures that the <a href="#">park</a> does not contain electricity, oil or gas easements or major sewerage or water infrastructure.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO6.4</b> Development ensures that the <a href="#">park</a> does not contain services and infrastructure associated with residential, industrial or other development.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO7</b> Development ensures that if contaminated land is proposed as part of the <a href="#">park</a>, it is to be remediated in compliance with the requirements of the Queensland Government and documentation provided from the relevant Queensland Government department in relation to making the site appropriate for use as a <a href="#">park</a> prior to the acceptance of the land by the Council.</p>	<p><b>AO7</b> Development ensures that land for <a href="#">park</a> purposes is not listed on the Queensland Government Environmental Management Register or the Contaminated Land Register.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO8</b></p>	<p><b>AO8.1</b></p>	<p><input type="checkbox"/> <b>Complies</b></p>

<p>Development ensures that accessibility and use of the <a href="#">park</a> is not compromised by stormwater infrastructure and discharge.</p> <p><i>Note—Preparing a <a href="#">park concept plan</a> indicating where and how stormwater infrastructure is proposed to be located within the <a href="#">park</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p>Development ensures that the <a href="#">park</a> does not contain major stormwater components, including high-velocity overland flow paths, detention basins or other stormwater storage areas.</p> <p><b>AO8.2</b> Development ensures that all the intended public <a href="#">park</a> and recreation functions are accommodated in the design of the <a href="#">park</a> before stormwater outcomes.</p> <p><i>Note—Where stormwater infrastructure is proposed to be located within a <a href="#">park</a>, the preparation of a <a href="#">park concept plan</a> informed by investigations relating to hydraulic constraints and risk management can assist in demonstrating compliance with this acceptable outcome.</i></p>	<p><input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p> <hr/> <p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO9</b> Development ensures that water bodies located in the <a href="#">park</a> contribute to the recreation and other values of open space.</p>	<p><b>AO9</b> Development ensures that the <a href="#">park</a> does not contain dams or lakes.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO10</b> Development ensures that the <a href="#">park</a>:</p> <ol style="list-style-type: none"> <li>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;</li> <li>protects scenic assets and views to important landscapes;</li> <li>contributes positively to the legibility of the local area.</li> </ol>	<p><b>AO10</b> Development ensures that the design of the <a href="#">park</a>:</p> <ol style="list-style-type: none"> <li>protects and enhances significant views and vistas of Brisbane’s important landscapes;</li> <li>provides universal access to key public vantage points including key sites on the Brisbane River, the foreshores and high points;</li> <li>screens areas of poor visual quality;</li> <li>capitalises on and enhances local attributes, values and features such as significant trees, rocky outcrops and escarpments;</li> <li>ensures <a href="#">park</a> furniture and facilities contribute to high visual quality and have consistent character;</li> <li>incorporates public art to reflect local cultural values and <a href="#">park</a> context in district and metropolitan <a href="#">parks</a>.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more information on <a href="#">park</a> furniture standards and public art provision.</i></p>	
<p><b>PO11</b> Development ensures that clearance of vegetation and modification of existing landforms within the <a href="#">park</a> is minimised.</p>	<p><b>AO11.1</b> Development ensures that the <a href="#">park</a> is designed to retain existing vegetation and topographic features. <i>Note—Compliance with this acceptable outcome can be demonstrated by the submission of a landscape management and site works plan and <a href="#">landscape concept plan</a> identifying major elements of the <a href="#">park</a> design including location and extent of existing vegetation and topographic features.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO11.2</b> Development ensures that the construction earthworks for the <a href="#">park</a> are carried out in compliance with the standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO11.3</b> Development ensures that the <a href="#">park</a> does not contain retaining walls that are built to the boundary of the site.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO11.4</b> Development ensures that the <a href="#">park</a> contains retaining walls only under the following circumstances:</p> <ol style="list-style-type: none"> <li>a. to avoid the creation of extensive, unusable slopes and embankments when stabilising the landform of a <a href="#">park</a> site; or</li> <li>b. where pathways with low gradients are required, for example, to provide an accessible path of travel; or</li> <li>c. where a structure is necessary to retain the natural ground level and protect tree roots around the drip line of existing vegetation; or</li> <li>d. where space is limited and planted embankments are not a reasonable alternative; or</li> <li>e. following the approval of a submitted <a href="#">landscape concept plan</a>.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on design standards.</i>	
<b>PO12</b> Development ensures that visitor comfort in the <a href="#">park</a> is maximised.	<b>AO12.1</b> Development ensures that adequate shade is provided in the <a href="#">park</a> , through retention of existing vegetation or provision of structures, particularly in activity areas and along paths.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>AO12.2</b> Development ensures that planting is provided in the <a href="#">park</a> to reduce glare and reflect radiant heat from hard surfaces.  <i>Note—The <a href="#">Infrastructure design planning scheme policy</a> and <a href="#">Planting species planning scheme policy</a> provide more detail on design standards.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>PO13</b> Development ensures that the <a href="#">park</a> is embellished to: <ol style="list-style-type: none"> <li>provide a diversity of recreational experiences;</li> <li>ensure that <a href="#">park</a> assets can be maintained over time;</li> <li>be a focal point for the local community incorporating features such as public art, and providing for activities, festivals and events;</li> <li>provide a range of <a href="#">park</a> and visitor facilities such as playgrounds, <a href="#">park</a> furniture, picnic nodes, recreation and sporting facilities.</li> </ol>	<b>AO13.1</b> Development ensures that <a href="#">park</a> embellishments in a non-trunk <a href="#">park</a> are provided in compliance with the <a href="#">Park code</a> .  <i>Note—The public <a href="#">park</a> infrastructure embellishment standards are contained within the <a href="#">Local government infrastructure plan</a>.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>AO13.2</b> Development ensures that <a href="#">park</a> embellishments in <a href="#">parks</a> that form part of the public park network are provided in compliance with standards in the <a href="#">Local government infrastructure plan</a> and the <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>PO14</b> Development ensures that the landscape works, improvements, maintenance and management requirements for the <a href="#">park</a> are in compliance with relevant Council policies and guidelines.	<b>AO14.1</b> Development ensures that the landscape works and improvements in the <a href="#">park</a> are designed to: <ol style="list-style-type: none"> <li>discourage graffiti on walls, for example, retaining walls and acoustic barrier fences;</li> <li>break up large areas of hard landscaping, for example, car parks;</li> <li>add visual interest and structure to extensive open areas;</li> <li>create new spaces, nodes or buffers within the open space;</li> <li>provide screening along site boundaries;</li> </ol>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

	<p>f. enhance areas of retained vegetation; g. polish run-off from roads and car parks.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>The preparation of a <a href="#">park concept plan</a> and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>The <a href="#">Infrastructure design planning scheme policy</a> and <a href="#">Planting species planning scheme policy</a> provides more detail on design standards.</li> </ul>	
<p><b>PO15</b> Development ensures that environmental sustainability is promoted in the planning and design of the <a href="#">park</a>.</p>	<p><b>AO14.2</b> Development ensures that <a href="#">park</a> maintenance and management requirements are considered in the planning and design of the <a href="#">park</a> and are incorporated in Council’s maintenance schedule.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>Preparing a <a href="#">park concept plan</a> and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on management and maintenance standards.</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO16</b></p>	<p><b>AO15</b> Development ensures that the planning and design of the <a href="#">park</a> incorporates environmentally sustainable practices, such as:</p> <ol style="list-style-type: none"> <li>use of local products and materials in the creation of the <a href="#">park</a>;</li> <li>use of recycled, recyclable and durable materials;</li> <li>waste minimisation;</li> <li>use of renewable energy sources including solar energy;</li> <li>water conservation and re-use, including incorporation of rainwater tanks and rainwater use;</li> <li><a href="#">park</a> maintenance requiring low resource demands.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO16.1</b></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution</p>

<p>Development creates a safe <a href="#">park</a> environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>Development ensures that the planning and design of the <a href="#">park</a> incorporates the key elements of crime prevention through environmental design by:</p> <ol style="list-style-type: none"> <li>facilitating casual surveillance opportunities and including good sightlines to key activity areas such as car parks, pathways, public toilets and communal areas;</li> <li>defining different <a href="#">park</a> uses through design and restricting access from <a href="#">park</a> into adjoining private properties;</li> <li>promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and use of active frontages;</li> <li>ensuring key activity areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>including way-finding cues;</li> <li>minimising predictable routes and entrapment locations near key activity areas such as car parks, public toilets, ATMs and communal areas.</li> </ol> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</i></p>	<p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>AO16.2</b> Development ensures that the <a href="#">park</a> has a minimum of 50% street frontage along its perimeter to enhance casual surveillance opportunities.</p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on access and road design standards.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>AO16.3</b> Development ensures the <a href="#">park</a> has a minimum of 50% visually permeable fencing to adjoining residential dwellings or zones, to enhance casual surveillance opportunities.</p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on fencing design standards.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

<p><b>PO17</b> Development reduces the potential for graffiti and vandalism in the <a href="#">park</a> through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b> Development incorporates graffiti and vandalism prevention techniques in the layout, building or structure design and landscaping of the <a href="#">park</a>, by:</p> <ol style="list-style-type: none"> <li>a. denying access to a potential canvas through access control techniques;</li> <li>b. reducing potential canvases through canvas reduction techniques;</li> <li>c. selecting easy maintenance techniques to ensure graffiti can be readily and quickly removed.</li> </ol> <p><i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the <a href="#">Graffiti prevention planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO18</b> Development ensures that the <a href="#">park</a> is maintained until the title for the land comprising the <a href="#">park</a> is transferred to Council.</p>	<p><b>AO18</b> Development ensures that the <a href="#">park</a> is maintained by the developer during the on-maintenance phase, that is, the period following the installation of all <a href="#">park</a> landscaping and infrastructure and while the <a href="#">park</a> is publicly accessible and useable, to ensure it is functioning as planned and is safe to access and use.</p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on <a href="#">park</a> maintenance standards.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

### 3.4. Transport, Access, Parking and Servicing Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>PO1</b> Development is designed:</p> <ol style="list-style-type: none"> <li>to include a technically competent and accurate response to the transport and traffic elements of the development;</li> <li>in accordance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>to ensure the efficient operation and safety of the development and its surrounds.</li> </ol> <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p> <ul style="list-style-type: none"> <li>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>is certified by a <a href="#">Registered Professional Engineer Queensland</a> that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	<p><b>AO1</b> Development complies with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal generally complies with the standards of the TAPS scheme policy. Refer to individual responses below.</p>
<p><b>PO2</b> Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p><b>AO2</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal is for a subdivision.</p>
<p><b>PO3</b></p>	<p><b>AO3.1</b></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p>

<p>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.</p>	<p>Development provides site access that is located and designed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable All lots are capable of providing safe vehicular access.</p>
	<p><b>AO3.2</b> Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.</p>	<p><input checked="" type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable Access easements are provided to lots 11 &amp; 12 over lots 10 &amp; 13, respectively.</p>
<p><b>PO4</b> Development provides walking and cycle routes through the site which:</p> <ol style="list-style-type: none"> <li>link to the external network and pedestrian and cyclist destinations such as schools, <a href="#">shopping centres</a>, open space, public transport stations, <a href="#">shops</a> and local activity centres along the safest, most direct and convenient routes;</li> <li>encourage walking and cycling;</li> <li>ensure pedestrian and cyclist safety;</li> <li>provide a direct and legible network.</li> </ol> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides additional guidance on how to comply with this performance outcome.</i></p>	<p><b>AO4.1</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ol style="list-style-type: none"> <li>create a walking or cycle route along the full frontage of the site;</li> <li>connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ol>	<p><input checked="" type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable To be conditioned.</p>
	<p><b>AO4.2</b> Development provides walking and cycle routes that are constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable As above.</p>
	<p><b>AO4.3</b> Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.</p>	<p><input checked="" type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable As above.</p>
	<p><b>AO5.1</b> Development provides on-site bicycle parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable No on-site bicycle parking is required. The Proposal is for a subdivision.</p>
<p><b>PO5</b> Development provides secure and convenient bicycle parking which:</p> <ol style="list-style-type: none"> <li>for visitors is obvious and located close to the building’s main entrance;</li> <li>for employees is conveniently located to provide secure and convenient access between the</li> </ol>	<p><b>AO5.2</b> Development provides bicycle parking spaces for employees which are co-located with end-of-trip</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

<p>bicycle storage area, end-of-trip facilities and the main area of the building;</p> <p>c. is easily and safely accessible from outside the site;</p> <p>d. does not impact adversely on visual amenity;</p> <p>e. does not impede the movement of pedestrians or other vehicles;</p> <p>f. is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p><i>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p>facilities (shower cubicles and lockers) in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and AS 2890.3-1993 Bicycle parking facilities.</p>	As above.
	<p><b>AO5.3</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO5.4</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO5.5</b> Development provides bicycle parking which is constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<p><b>PO6</b> Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. <i>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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p><b>AO6</b> Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable <p>The Proposal is for a subdivision.</p>
<p><b>PO7</b> Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.</p>	<p><b>AO7</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable <p>As above.</p>
<p><b>PO8</b> Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.</p>	<p><b>AO8</b> No acceptable outcome is prescribed.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

<p><b>PO9</b> Development provides access driveways in the road area that are located, designed and controlled to:</p> <p>a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</p> <p>b. ensure the <u>amenity</u> of adjacent premises, from impacts such as noise and light.</p>	<p><b>AO9.1</b> No acceptable outcome for access is prescribed, for a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>).</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO9.2</b> Development which is not a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Access to all lots is provided from Neighbourhood Roads. A single access point is to be provided to each lot.
	<p><b>AO9.3</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Site access will be accompanied with appropriate sight distances.
	<p><b>AO9.4</b> Development provides access driveways in the road area which:</p> <p>a. are located, designed and controlled in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Access driveways are provided in accordance with the TAPS scheme policy.  No access is proposed through any of the nominated components.
	<p><b>AO9.5</b> Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a <a href="#">major road</a>.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No shared access points are proposed.
<p><b>PO10</b> Redevelopment provides for:</p> <p>a. the closure of all access driveways in the road area that no longer comply with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>b. the reinstatement of adjacent footpaths.</p>	<p><b>AO10</b> No acceptable outcome is prescribed.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> All new access points can comply with the TAPS scheme policy.

<p><b>PO11</b> Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p><b>AO11.1</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Sightlines from access driveways can comply with sight distances from new intersections.</p>
	<p><b>AO11.2</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal does not involve convex mirrors.</p>
<p><b>PO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p><b>AO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides maximum car-parking rates in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>. <i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is outside the City core and City frame.</p>
<p><b>PO13</b> Development outside of the City core and City frame as identified in <a href="#">Figure a</a> provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p><b>AO13</b> Development outside of the City core and City frame as identified in <a href="#">Figure a</a>: a. provides on-site car parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>; or b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The Proposal is for a subdivision. All lots can provide for adequate on-site car parking.</p>

	<p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	
<p><b>PO14</b> Development ensures that the number of car parking spaces and design of the car parking area:</p> <ul style="list-style-type: none"> <li>a. meet the combined design peak parking demand for residential, visitor and business parking;</li> <li>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</li> </ul> <p><i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> is to identify the appropriate number of car parking spaces to be provided.</i></p>	<p><b>AO14.1</b> Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO14.2</b> Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO15</b> Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> <li>a. is clearly defined, safe and easily accessible;</li> <li>b. is designed to contain potential adverse impacts within the site;</li> <li>c. does not detract from the aesthetics or <a href="#">amenity</a> of an area;</li> <li>d. discourages on-street parking if parking has an adverse traffic management safety or <a href="#">amenity</a> impact;</li> <li>e. is consistent with safe and convenient pedestrian and cyclist movement.</li> </ul>	<p><b>AO15</b> Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO16</b> Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16</b> Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> <li>a. facilitating casual surveillance opportunities and including good sightlines to publicly</li> </ul>	<p><input checked="" type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable To be conditioned.</p>

	<p>accessible areas such as car parks, pathways, public toilets and communal areas;</p> <ul style="list-style-type: none"> <li>b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>e. including way-finding cues;</li> <li>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</li> </ul> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</i></p>	
<p><b>PO17</b> Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> <li>a. denying access to potential canvases through access control techniques;</li> <li>b. reducing potential canvases through canvas reduction techniques;</li> <li>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</li> </ul> <p><i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the <a href="#">Graffiti prevention planning scheme policy</a>.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
<p><b>PO18</b> Development is serviced by an adequate number and size of service vehicles.</p>	<p><b>AO18</b> Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the <a href="#">Transport</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Refuse collection will be kerbside.</p>

	<a href="#">access, parking and servicing planning scheme policy.</a>	
<p><b>PO19</b> Development layout provides for services which:</p> <ul style="list-style-type: none"> <li>a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a <a href="#">minor road</a> where use of the footpath is not adversely affected;</li> <li>b. are clearly defined, safe and easily accessible;</li> <li>c. are designed to contain potential adverse impacts of servicing within the site;</li> <li>d. do not detract from the aesthetics or <a href="#">amenity</a> of the surrounding area.</li> </ul>	<p><b>AO19.1</b> Development ensures that a service bay provided on site:</p> <ul style="list-style-type: none"> <li>a. is provided and designed to comply with the design vehicle table and service area design standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>b. is located away from street frontages and screened from <a href="#">adjoining premises</a>.</li> </ul>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<p><b>AO19.2</b> 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 <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO19.3</b> Development provides service areas for refuse collection in compliance with the standards in the <a href="#">Refuse planning scheme policy</a>, <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b>
<p><b>PO20</b> Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <ul style="list-style-type: none"> <li>a. <a href="#">amenity</a> and safety in residential areas;</li> <li>b. streets not constructed to a standard that accommodate increased heavy vehicle movements.</li> </ul>	<p><b>AO20</b> Development ensures that service vehicles use the shortest and most direct route to the <a href="#">major road</a> network in compliance with the heavy vehicle standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b>
<p><b>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</b></p>		
<p>The Proposal does not require service by a b-double or any over-dimensional vehicle.</p>		

### 3.5. Wastewater Code

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b> Development ensures that the intensity and scale of the change of use of premises does not:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. increase any health risks during a system failure;</li> <li>c. deteriorate the water quality of existing or proposed water supplies;</li> <li>d. limit the sustainable disposal of domestic effluent.</li> </ul>	<p><b>AO1</b> Development ensures that the proposed disposal system complies with the requirements of:</p> <ul style="list-style-type: none"> <li>a. the <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</li> <li>b. AS/NZS 1547:2012 On-site domestic wastewater management;</li> <li>c. <i>Plumbing and Drainage Act 2018</i>;</li> <li>d. the Queensland plumbing and wastewater code.</li> </ul> <p><i>Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Refer to Civil Documents.</p>
<p><b>PO2</b> Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that:</p> <ul style="list-style-type: none"> <li>a. minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments;</li> <li>b. 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.</li> </ul>	<p><b>AO2.1</b> Development is on a lot with a minimum size of 2,000m<sup>2</sup> or the minimum lot size specified for the relevant zone in the <a href="#">Subdivision code</a>, whichever is the greater.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO2.2</b> Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:</p> <ul style="list-style-type: none"> <li>a. secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal;</li> <li>b. <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</li> <li>c. AS/NZS 1547:2012 On-site domestic wastewater management,</li> <li>d. <i>Plumbing and Drainage Act 2018</i>;</li> <li>e. Queensland plumbing and wastewater code.</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO2.3</b> Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land:</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<ul style="list-style-type: none"> <li>a. with a slope of less than 15%, or where the land is terraced to receive the full disposal area;</li> <li>b. no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake;</li> <li>c. above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level;</li> <li>d. no closer than 25m to a cut or embankment.</li> </ul>	
	<p><b>AO2.4</b> Development ensures that the proposed sub-surface on-site effluent disposal system is not located:</p> <ul style="list-style-type: none"> <li>a. on soils with permeabilities less than 1.06m/day or greater than 3.5m/day;</li> <li>b. within 0.6m of a permanent watertable;</li> <li>c. within 1m of bedrock;</li> <li>d. on land composed mainly of sand, gravel, fractured rock or heavy clay.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>
	<p><b>AO2.5</b> Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>
	<p><b>AO2.6</b> Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>

## 4. Overlay Codes

### 4.1. Airport Environs Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories</b>		
<b>General</b>		
<p><b>PO1</b> Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p><b>AO1</b> Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation.</p> <p><i>Editor’s note— Where development intrudes into an airport’s OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal is for a subdivision.</p>
<p><b>PO2</b> Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports.</p> <p><i>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.</i></p>	<p><b>AO2</b> Development does not emit into the OLS or height restriction zone:</p> <p>a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>b. smoke, dust, ash, steam or other airborne particulate.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<b>Additional performance outcomes and acceptable outcomes if involving air service</b>		
Proposal does not involve air service.		
<b>Section B—If in the Bird and bat strike zone sub-categories</b>		
<p><b>PO4</b> Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p>	<p><b>AO4.1</b> 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.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>To be conditioned.</p>
	<p><b>AO4.2</b> 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.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>To be conditioned.</p>

<b>Section C—If in the Public safety area sub-categories</b>
The Site is not identified within the Public safety area sub-categories.
<b>Section D—If in the Light intensity sub-categories</b>
The Site is not identified within the Light intensity sub-category.
<b>Section E—If in the Aviation facilities sub-categories</b>
The Site is not identified within the Aviation facilities sub-categories.
<b>Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories</b>
The Site is not identified within the Australian Noise Exposure Forecast (ANEF) contour sub-categories.

## 4.2. Bicycle Network Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>General</b>		
<p><b>PO1</b> Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p><b>AO1</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p> <p><i>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 <a href="#">Subdivision code</a> (for reconfiguring a lot) and <a href="#">Centre or mixed use code</a> or residential codes (for material change of use).</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Proposal does not involve cycle routes.</p>
<p><b>PO2</b> Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> <li>the <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>the provision of long term, existing and planned infrastructure for the bicycle network which:</li> </ol>	<p><b>AO2</b> Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ol style="list-style-type: none"> <li>for <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>the standards for the bicycle network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>

<ul style="list-style-type: none"> <li>i. is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ul> <p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>		
<p><b>PO3</b> Development provides for the payment of extra <a href="#">trunk infrastructure</a> costs for the following:</p> <ul style="list-style-type: none"> <li>a. for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>b. for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving: <ul style="list-style-type: none"> <li>i. <a href="#">trunk infrastructure</a> that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li>ii. <a href="#">long term infrastructure</a> for the bicycle network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</li> <li>iii. other infrastructure for the bicycle network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</li> </ul> </li> </ul> <p><i>Editor's note—The payment of extra <a href="#">trunk infrastructure</a> costs for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the <a href="#">Charges Resolution</a>.</i></p>	<p><b>AO3</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable  As above.</p>

<p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure costs</a>) of the Planning Act 2016.</i></p>		
<p><b>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</b></p>		
<p><b>PO4</b> Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.</p>	<p><b>AO4</b> Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not included within the nominated sub-categories.</p>
<p><b>PO5</b> Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist <a href="#">amenity</a> focus.</p>	<p><b>AO5.1</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO5.2</b> Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO5.3</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO6</b> Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight:</p> <ol style="list-style-type: none"> <li>activity nodes;</li> <li>entrances and gateways;</li> <li>landmarks and features of interest;</li> <li>visual connectors to the river.</li> </ol>	<p><b>AO6</b> Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO7</b></p>	<p><b>AO7.1</b></p>	<p><input type="checkbox"/> <b>Complies</b></p>

Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	<input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO7.2</b> Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form.  <i>Note—For suitable plant species, refer to the <a href="#">Planting species planning scheme policy</a>.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
<b>PO8</b> Development adjoining Riverwalk: a. contributes to the creation of a vibrant and active waterfront; b. provides direct access to Riverwalk; c. allows for visual interaction and surveillance of the public domain.	<b>AO8.1</b> Development adjoining land in the Riverwalk – Typology 1 sub-category incorporates active frontages at the <a href="#">ground storey</a> for a minimum of 90% of the riverside frontage.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO8.2</b> Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the <a href="#">ground storey</a> to the Riverwalk frontage for passive surveillance.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
<b>PO9</b> 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.	<b>AO9.1</b> Development ensures that the design and construction of any structure over water is in compliance with the standards in the <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO9.2</b> Development ensures that any revetment wall: a. minimises impact on the riparian edge; b. is constructed in compliance with the standards in <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.

### 4.3. Community Purposes Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
<p>If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category</p>		
<p><b>PO1</b>            Development which is <a href="#">assumed future urban development</a> provides the existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a> on the site:</p> <ol style="list-style-type: none"> <li>to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale;</li> <li>to maximise recreational, visual, cultural and biodiversity values;</li> <li>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>to meet the requirements of intended users;</li> <li>to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby <a href="#">parks</a>.</li> </ol>	<p><b>AO1</b>            Development which is <a href="#">assumed future urban development</a> provides land and embellishments for existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a> on the site in compliance with the standards for the <a href="#">parks</a> network in the <a href="#">Park planning and design code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p> <p>It is our understanding that no existing or planned infrastructure relating to future parks affects The Site.</p>
<p><b>PO2</b>            Development provides for the payment of additional <a href="#">trunk infrastructure</a> costs for the following:</p> <ol style="list-style-type: none"> <li>for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>:               <ol style="list-style-type: none"> <li><a href="#">trunk infrastructure</a> to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li><a href="#">long term infrastructure</a> for the <a href="#">parks</a> network which is made</li> </ol> </li> </ol>	<p><b>AO2</b>            No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable</p> <p>As above.</p>

<p>iii. necessary by development that is not <a href="#">assumed future urban development</a>; other infrastructure for the <a href="#">parks</a> network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional <a href="#">trunk infrastructure</a> costs under the <a href="#">Act</a> for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the Planning Act 2016.</i></p>		
<p><b>PO3</b> Development protects a <a href="#">park</a> shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <p>a. the <a href="#">long term infrastructure</a> for the <a href="#">parks</a> network in the <a href="#">Long term infrastructure plans</a> and an applicable neighbourhood plan;</p> <p>b. the existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a>;</p> <p>i. the provision of long term, existing and planned infrastructure for the <a href="#">parks</a> network which:</p> <p>ii. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>iii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>	<p><b>AO3</b> Development protects a <a href="#">park</a> shown on the Community purposes network overlay map in compliance with the following:</p> <p>a. for <a href="#">long term infrastructure</a> for the <a href="#">parks</a> network, the <a href="#">Long term infrastructure plans</a>;</p> <p>b. for existing and planned infrastructure for the <a href="#">parks</a> network, the <a href="#">Local government infrastructure plan</a>;</p> <p>c. the standards for the <a href="#">parks</a> network in the <a href="#">Park planning and design code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>

If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
<p><b>PO4</b>                      Development which is <a href="#">assumed future urban development</a> provides the existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a> on the site:</p> <ol style="list-style-type: none"> <li>to serve the physical, social and cultural needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale;</li> <li>to maximise recreational, social and cultural values;</li> <li>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>to meet the requirements of the intended users;</li> <li>to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the <a href="#">community facilities</a> network.</li> </ol>	<p><b>AO4</b>                      Development which is <a href="#">assumed future urban development</a> provides land for existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a> on the site in compliance with the standards for the land for the <a href="#">community facilities</a> network in the <a href="#">Community facilities code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p> <input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b> </p> <p>It is our understanding that no existing or planned infrastructure relating to community facilities affects The Site.</p>
<p><b>PO5</b>                      Development provides for the payment of additional <a href="#">trunk infrastructure</a> costs for the following:</p> <ol style="list-style-type: none"> <li>for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving:                             <ol style="list-style-type: none"> <li><a href="#">trunk infrastructure</a> that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li><a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network which is</li> </ol> </li> </ol>	<p><b>AO5</b>                      No acceptable outcome is prescribed.</p>	<p> <input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b> </p> <p>As above.</p>

<p>iii. made necessary by development that is not <a href="#">assumed future urban development</a>; other infrastructure for the land for <a href="#">community facilities</a> network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional <a href="#">trunk infrastructure</a> costs under the <a href="#">Act</a> for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the <a href="#">Charges Resolution</a>.</i></p> <p><i>Editor's note—See section 130 <a href="#">Imposing Development conditions</a> (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the <a href="#">Planning Act 2016</a>.</i></p>		
<p><b>PO6</b> Development protects land for <a href="#">community facilities</a> shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> <li>a. the <a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network in the <a href="#">Long term infrastructure plans</a> and an applicable neighbourhood plan;</li> <li>b. the existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the provision of long term, existing and planned infrastructure for the land for <a href="#">community facilities</a> network which:             <ol style="list-style-type: none"> <li>i. is required to service the development or existing and future urban development in the planning scheme areas; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ol> </li> </ol>	<p><b>AO6</b> Development protects land for <a href="#">community facilities</a> network shown on the Community purposes network overlay map in compliance with the following:</p> <ol style="list-style-type: none"> <li>a. for <a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network, the <a href="#">Long term infrastructure plans</a>;</li> <li>b. for existing and planned infrastructure for the land for <a href="#">community facilities</a> network, the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the standards for the land for <a href="#">community facilities</a> network in the <a href="#">Community facilities code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>

<p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>		
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#### 4.4. Critical Infrastructure and Movement Network overlay code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Access to air service, detention facilities, emergency services, hospital, port service or residential care facility</b>		
<p><b>PO1</b> Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.</p>	<p><b>AO1</b> Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities:</p> <ol style="list-style-type: none"> <li>a. has direct vehicular access to a critical route or an interim critical route; or</li> <li>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</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</li> <li>d. where the development cannot access a critical route or an interim critical route during a natural disaster event, the development:                             <ol style="list-style-type: none"> <li>i. demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event;</li> <li>ii. includes a business continuity plan for the operation of the use or throughout the natural disaster event.</li> </ol> </li> </ol>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is for a subdivision.</p>
<b>Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation</b>		
<p><b>PO2</b> Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy</p>	<p><b>AO2</b> Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation:</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>

<p>facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.</p>	<ul style="list-style-type: none"> <li>a. has direct vehicular access to a critical route or an interim critical route; or</li> <li>b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</li> <li>d. has been designed to operate in all flood events without human intervention.</li> </ul>	<p>As above.</p>
<p><b>Access by emergency services to medium impact industry, high impact industry or special industry</b></p>		
<p><b>PO3</b> Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.</p>	<p><b>AO3</b> Development for medium impact industry, high impact industry or special industry:</p> <ul style="list-style-type: none"> <li>a. has direct vehicular access a critical route or an interim critical route; or</li> <li>b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located within the relevant zone.</li> </ul>

4.5. Flood Overlay Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a <a href="#">dwelling house</a> including any <a href="#">secondary dwelling</a></b></p> <p><i>Note—Development for a <a href="#">dwelling house</a> does not require assessment against any other sections of this code.</i></p>		
<p><b>PO1</b> Development involving any habitable or non-habitable part of a <a href="#">dwelling house</a>, including any <a href="#">secondary dwelling</a>, is located and designed to:</p> <ul style="list-style-type: none"> <li>a. minimise the risk to people from flood hazard;</li> <li>b. achieve acceptable flood immunity;</li> <li>c. minimise property impacts from a flood event up to and including the <a href="#">defined flood event</a>;</li> <li>d. minimise disruption to residents, recovery time and rebuilding or restoration costs after a flood event up to and including the <a href="#">defined flood event</a>.</li> </ul>	<p><b>AO1.1</b> Development for a <a href="#">dwelling house</a> including any <a href="#">secondary dwelling</a>:</p> <ul style="list-style-type: none"> <li>a. is not located in the Brisbane River flood planning area 1, 2a or 2b sub-categories or the Creek/waterway flood planning area 1 or 2 sub-categories; or</li> <li>b. is only located in these sub-categories, if a <a href="#">Registered Professional Engineer Queensland</a> certifies that the <a href="#">dwelling house</a> and any <a href="#">secondary dwelling</a> are structurally designed to be able to resist hydrostatic and hydrodynamic loads associated with flooding up to and including the <a href="#">defined flood event</a>.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul> <p>The Proposal is for a subdivision.</p>
	<p><b>AO1.2</b> Development for a <a href="#">dwelling house</a> and any <a href="#">secondary dwelling</a> complies with the minimum flood planning levels in <a href="#">Table 8.2.11.3.B</a>.</p> <p><i>Note—If located in an area that has no flood level information available from the Council such as an overland flow path, a <a href="#">Registered Professional Engineer of Queensland</a> with expertise in undertaking flood studies is to certify that the flood level and development levels for the <a href="#">dwelling house</a> and any <a href="#">secondary dwelling</a> achieve the required flood planning levels in <a href="#">Table 8.2.11.3.B</a>.</i></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>
	<p><b>AO1.3</b> Development involving a building undercroft complies with the minimum clearance requirements in <a href="#">Table 8.2.11.3.E</a>.</p> <p><i>Editor’s note—For creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council’s FloodWise Property Report.</i></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>

	<p><i>Note—The <a href="#">Flood planning scheme policy</a> provides guidance on undercroft design.</i></p>	
<p><b>PO2</b> Development within the Creek/waterway flood planning area sub-categories or Overland flow flood planning area sub-category:</p> <ol style="list-style-type: none"> <li>maintains the conveyance of flood waters to allow flow and debris to pass predominantly unimpeded through the site;</li> <li>does not concentrate, intensify or divert floodwater onto upstream, downstream or adjacent properties;</li> <li>will not result in a material increase in flood levels or flood hazard on upstream, downstream or adjacent properties.</li> </ol>	<p><b>AO2</b> Development:</p> <ol style="list-style-type: none"> <li>is not located within the Creek/waterway flood planning area 1, 2 or 3 sub-categories or the Overland flow flood planning area sub-category; or</li> <li>provides an open undercroft area from natural ground level to habitable floor level for any area inundated by the <a href="#">defined flood event</a>; or</li> </ol> <p><i>Note—This undercroft area is not suitable for providing non-habitable rooms, secure storage of valuables, or future enclosing for storage or car parking. The clear area may include structural elements such as columns and floor substructure. The <a href="#">Flood planning scheme policy</a> provides guidance on undercroft design.</i></p> <p><i>Editor’s note—An open undercroft design may be achieved through a ‘valance’ treatment around the perimeter of an otherwise internally clear undercroft.</i></p> <p><i>Editor’s note—For Creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council’s FloodWise Property Report.</i></p> <ol style="list-style-type: none"> <li>a flood study from a <a href="#">Registered Professional Engineer Queensland</a> with expertise in undertaking flood studies certifies that the development in the Creek/waterway flood planning area or Overland flow flood planning area sub-categories will not result in a material increase in flood level or flood hazard on upstream, downstream or adjacent properties.</li> </ol> <p><i>Note—Flood studies demonstrate that the development and engineering design methods conform to the principles within the <a href="#">Flood planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> and ensure that where an undercroft is required to manage flood impacts it complies with <a href="#">Table 8.2.11.3.E</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a <a href="#">dwelling house</a> or reconfiguring a lot</b></p> <p><i>Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.</i></p>		

<p><b>PO3</b> Development:</p> <ul style="list-style-type: none"> <li>a. is compatible with flood hazard in a <a href="#">defined flood event</a>;</li> <li>b. minimises the risk to people from flood hazard;</li> <li>c. does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development;</li> <li>d. minimises impacts on property from flooding;</li> <li>e. minimises disruption to residents, business or site operations and recovery time due to flooding;</li> <li>f. minimises the need to rebuild structures after a flood event greater than the <a href="#">defined flood event</a>.</li> </ul> <p><i>Note—Where <a href="#">Table 8.2.11.3.C</a> identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the <a href="#">Flood planning scheme policy</a>.</i></p> <p><i>Note—An emergency management plan prepared in accordance with the <a href="#">Flood planning scheme policy</a>, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.</i></p>	<p><b>AO3</b> Development for a material change of use is identified in <a href="#">Table 8.2.11.3.C</a> as compatible with the flood hazard in the relevant flood planning area.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is for a subdivision.</p>
<p><b>PO4</b> Development for a <a href="#">park</a> ensures that the design of a <a href="#">park</a> and location of structures and facilities responds to the flood hazard and balances the safety of intended users with:</p> <ul style="list-style-type: none"> <li>a. maintaining continuity of operations;</li> <li>b. impacts of flooding on asset life and ongoing maintenance costs;</li> <li>c. efficient recovery after flood events;</li> <li>d. recreational benefits to the city;</li> <li>e. availability of suitable land within the <a href="#">park</a>.</li> </ul>	<p><b>AO4.1</b> Development involving a building or structure in a <a href="#">park</a> complies with the flood planning levels specified in <a href="#">Table 8.2.11.3.D</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
	<p><b>AO4.2</b> Development involving a building or structure in a <a href="#">park</a> where <a href="#">Table 8.2.11.3.D</a> does not apply:</p> <ul style="list-style-type: none"> <li>a. is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or</li> <li>b. is located above the 20% AEP flood level of any creek/waterway or overland flow path.</li> </ul>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>Section C—If for assessable development other than for a <a href="#">dwelling house</a></b></p>		

<p><b>PO5</b> Development is located and designed to:</p> <ol style="list-style-type: none"> <li>minimise the risk to people from flood hazard on the site;</li> <li>minimise flood damage to the development and contents of buildings up to the <a href="#">defined flood event</a>;</li> <li>provide suitable <a href="#">amenity</a>;</li> <li>minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the <a href="#">defined flood event</a>.</li> </ol>	<p><b>AO5.1</b> Development complies with the flood planning levels specified in <a href="#">Table 8.2.11.3.D</a>.</p> <p><i>Note—If located in an area with no Council-derived flood levels such as an overland flow path, a <a href="#">Registered Professional Engineer Queensland</a> with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in <a href="#">Table 8.2.11.3.D</a>. The study is to demonstrate that the development and engineering design methods conform to the principles within the <a href="#">Flood planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is for a subdivision.</p>
	<p><b>AO5.2</b> Development is:</p> <ol style="list-style-type: none"> <li>not located in the:             <ol style="list-style-type: none"> <li>Brisbane River flood planning area 1, 2a, or 2b sub-categories;</li> <li>Creek/waterway flood planning area 1 or 2 sub-categories;</li> <li>Overland flow flood planning area sub-category; or</li> </ol> </li> <li>only located in these sub-categories if a <a href="#">Registered Professional Engineer Queensland</a> with expertise in undertaking flood studies certifies that:             <ol style="list-style-type: none"> <li>the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the <a href="#">defined flood event</a>; and</li> <li>the risk to people is managed to an acceptable level.</li> </ol> </li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO6</b> Development involving essential electrical services or a <a href="#">basement</a> storage area is suitably located and designed to ensure public safety and minimise flood</p>	<p><b>AO6.1</b> Development ensures that:</p> <ol style="list-style-type: none"> <li>all areas containing essential electrical services comply with the flood planning levels in <a href="#">Table 8.2.11.3.D</a>; or</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

<p>recovery and economic consequences of damage during a flood.</p>	<p>b. if a <a href="#">basement</a> contains essential electrical services or a private <a href="#">basement</a> storage area, the <a href="#">basement</a> is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in <a href="#">Table 8.2.11.3.D</a>.</p> <p><i>Note—A <a href="#">basement</a> storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services.</i></p>	
	<p><b>AO6.2</b> Development involving a <a href="#">basement</a> that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO7</b> Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.</p>	<p><b>AO7.1</b> Development: a. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or b. does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties.</p> <p><i>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a <a href="#">Registered Professional Engineer of Queensland</a> with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the <a href="#">Flood planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO7.2</b> Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO7.3</b> Development which creates a new overland flow path or significantly modifies an existing overland flow</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution</p>

	<p>path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions.</p> <p><i>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a <a href="#">Registered Professional Engineer of Queensland</a> with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the <a href="#">Flood planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</i></p>	<p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO8</b> Development for <a href="#">filling or excavation</a> in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.</p> <p><i>Note—This can be demonstrated by undertaking earthworks in compliance with the <a href="#">Compensatory earthworks planning scheme policy</a>.</i></p> <p><i>Note—This part of the code applies to all development other than a <a href="#">dwelling house</a> and any <a href="#">secondary dwelling</a> which involves <a href="#">filling or excavation</a>, whether or not the development application comprises a separate development application for operational work involving <a href="#">filling or excavation</a>.</i></p>	<p><b>AO8</b> Development ensures that no <a href="#">filling or excavation</a> greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO9</b> Development ensures that the building and site design:</p> <ol style="list-style-type: none"> <li>maintains the conveyance capacity of existing overland flow paths and creek/waterways;</li> <li>ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the <a href="#">defined flood event</a>;</li> <li>mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site.</li> </ol>	<p><b>AO9.1</b> Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category:</p> <ol style="list-style-type: none"> <li>complies with the minimum building undercroft clearance requirements in <a href="#">Table 8.2.11.3.E</a>;</li> <li>not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay.</li> </ol> <p><b>AO9.2</b> Development involving a building undercroft in the Creek/waterway flood planning area sub-categories</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

<p><i>Note—The <a href="#">Flood planning scheme policy</a> provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.</i></p>	<p>or the Overland flow flood planning area sub category:</p> <ol style="list-style-type: none"> <li>has a ground level within the undercroft area that is free draining;</li> <li>does not involve excavation below ground level of more than 300mm within the undercroft area.</li> </ol>	
<p><b>PO10</b> Development for <a href="#">vulnerable uses, difficult to evacuate uses</a> or <a href="#">assembly uses</a> optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to:</p> <ol style="list-style-type: none"> <li>protect safety of users and emergency services personnel;</li> <li>support efficient emergency services access and site evacuation with consideration to the scale of development.</li> </ol> <p><i>Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The <a href="#">Flood planning scheme policy</a> provides information for undertaking flood risk assessments.</i></p>	<p><b>AO10</b> Development for <a href="#">vulnerable uses, difficult to evacuate uses</a> or <a href="#">assembly uses</a>:</p> <ol style="list-style-type: none"> <li>is not isolated in any event up to the relevant flood planning level specified in <a href="#">Table 8.2.11.3.L</a> and <a href="#">Table 8.2.11.3.D</a>; or</li> <li>has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or</li> <li>can achieve vehicular evacuation to a suitable flood-free location.</li> </ol> <p><i>Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO11</b> Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.</p>	<p><b>AO11.1</b> Development provides an access or driveway into the site which is:</p> <ol style="list-style-type: none"> <li>trafficable during the <a href="#">defined flood event</a>;</li> <li>not located in the Creek/waterway flood planning area 1 sub-category;</li> <li>not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the <a href="#">defined flood event</a>;</li> <li>the access or driveway is not inundated by a 10% AEP flood.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO11.2</b> Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<i>Note—explanation of hydraulic hazard provided in the <a href="#">Flood planning scheme policy</a>.</i>	
<b>PO12</b> Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.	<b>AO12</b> Development involving a new road complies with the flood planning levels in <a href="#">Table 8.2.11.3.F</a> .	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>PO13</b> Development for pedestrian and cyclist paths: a. provides a suitable level of trafficability; b. manages the impacts of flooding on asset life and ongoing maintenance costs; c. balances route availability with recreational and transport connectivity benefits to the city.	<b>AO13.1</b> Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a <a href="#">park</a> and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources.  <i>Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>AO13.2</b> All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in <a href="#">Table 8.2.11.3.F</a> or <a href="#">Table 8.2.11.3.K</a> .	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>PO14</b> Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.	<b>AO14</b> Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving: a. an increase in the number of residential dwellings; or b. additional residential lots is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event.  <i>Note—Explanation of a hydraulic hazard is provided in the <a href="#">Flood planning scheme policy</a>.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>Additional performance outcomes and acceptable outcomes for <a href="#">essential community infrastructure</a></b>		
<b>PO15</b> Development involving <a href="#">essential community infrastructure</a> :	<b>AO15</b> Development involving <a href="#">essential community infrastructure</a> :	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable The Proposal is for a subdivision.

<p>a. remains functional to serve community need during and immediately after a flood event, or is part of a network that is able to maintain the function of the <a href="#">essential community infrastructure</a> when parts of the development are unable to function during or after a flood;</p> <p>b. is designed, sited and operated to avoid adverse impacts on the community or the environment due to the impacts of flooding on infrastructure, facilities or access and egress routes;</p> <p>c. is able to remain functional or is part of a network which is able to remain functional even when other infrastructure or services (such as electricity supply) may be compromised in a flood event;</p> <p>d. contains mitigation measures which are not entirely dependent on human activation to respond to a flood event.</p> <p><i>Note—Protection of function is required up to and including the flood event in <a href="#">Table 8.2.11.3.G</a>.</i></p>	<p>a. is ancillary to and not relied upon for the provision of the essential service during a flood; or</p> <p>b. is located above the flood planning levels in <a href="#">Table 8.2.11.3.G</a>;</p> <p>c. has access to or provides the necessary back-up emergency electricity and communications supply in times of flood;</p> <p>d. is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the flood event listed for the development type in <a href="#">Table 8.2.11.3.G</a>;</p> <p>e. that services a local area:</p> <p>i. is able to be accessed in times of flood to service local community needs up to the event listed for that development type in <a href="#">Table 8.2.11.3.G</a>; or</p> <p>ii. has a service continuity plan that demonstrates the continued provision of service during the relevant flood event.</p>	
<p><b>Additional performance outcomes and acceptable outcomes if development involves the processes in <a href="#">Table 8.2.11.3.H</a></b></p>		
<p><b>PO16</b> Development involving the storage and handling of <a href="#">hazardous materials</a> avoids or minimises risks to public health and safety and the environment, by:</p> <p>a. protecting underground tanks for <a href="#">hazardous materials</a> against the forces of buoyancy, velocity flow and debris impacts;</p> <p>b. securing above-ground tanks for <a href="#">hazardous materials</a> against flotation and lateral movement;</p> <p>c. preventing damage to <a href="#">hazardous materials</a> pipework or entry of floodwater into <a href="#">hazardous materials</a> pipework;</p> <p>d. preventing damage to or off-site release of packages, drums or containers storing <a href="#">hazardous materials</a>.</p> <p><i>Note—A chemical hazards flood risk report prepared in accordance with the <a href="#">Management of hazardous chemicals in flood affected areas</a>.</i></p>	<p><b>AO16</b></p> <p>a. Development does not include the storage or handling of <a href="#">hazardous chemicals</a> that exceed the <a href="#">hazardous chemicals</a> flood hazard threshold quantities in <a href="#">Table 8.2.11.3.M</a>.</p> <p>b. Development involving the processes listed in <a href="#">Table 8.2.11.3.H</a>:</p> <p>i. where located in the Flood overlay area, occurs only in the Creek/waterway flood planning area 5 sub-category or the Brisbane River flood planning area 5 sub-category; or</p> <p>ii. is consistent with the standards contained in the <a href="#">Management of hazardous chemicals in flood affected areas planning scheme policy</a> and can operate without risk of environmental harm during a flood event.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Proposal is for a subdivision.</p>

<p><a href="#">planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</p> <p>Note—A pump drainage system is not an acceptable measure to meet the performance outcome.</p>	<p>Note—The <a href="#">Management of hazardous chemicals in flood affected areas planning scheme policy</a> sets out further information and processes including risk assessment for the management of <a href="#">hazardous chemicals</a> in flood planning areas.</p>	
<p><b>Additional performance outcomes and acceptable outcomes for reconfiguring a lot</b></p>		
<p><b>PO17</b> Development locates and designs all lots resulting from reconfiguring a lot to:</p> <ol style="list-style-type: none"> <li>minimise the risk to people from flood hazard;</li> <li>minimise damage to property from flood hazard;</li> <li>facilitate safe and efficient evacuation.</li> </ol> <p>Note—</p> <ul style="list-style-type: none"> <li>Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people.</li> <li>Flood warning time is not considered sufficient in the Creek/waterway planning area sub-categories or the Overland flow flood planning area sub-category.</li> <li>Filling above the flood planning level for a flood event greater than the <a href="#">defined flood event</a> cannot be assumed to mitigate the flood hazard.</li> </ul>	<p><b>AO17.1</b> Development creating new lots is identified in <a href="#">Table 8.2.11.3.1</a> as suitable within the relevant flood planning area.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> A minor portion of 97 Sweets Road (southeastern boundary) is affected by an overland flow path. This portion of The Site is location of the new road and trunk infrastructure works (stormwater pipe) within the central portion of The Site.</p> <p>A stormwater management plan has been prepared to demonstrate compliance. Refer to Civil documents for more detail.</p>
	<p><b>AO17.2</b> Development provides for reconfiguring a lot design that achieves a road and lot layout which:</p> <ol style="list-style-type: none"> <li>provides trafficable vehicular egress for evacuation during a <a href="#">defined flood event</a>;</li> <li>optimises hazard-free movement away from sources of flood hazard within the development.</li> </ol> <p>Note—Further advice on road and lot layout is contained in the <a href="#">Flood planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO17.3</b> Development which creates a new residential lot in an area subject to Brisbane River flooding, if the 1% AEP flood level is greater than 12.8m AHD is not subject to a hydraulic hazard greater than 0.6m<sup>2</sup>/s DV or 0.6m deep in a 0.2% AEP flood.</p> <p>Note—Refer to the <a href="#">Flood planning scheme policy</a> for further explanation on the 0.2% AEP flood.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO18</b> Development involving reconfiguring a lot:</p>	<p><b>AO18.1</b> Development involving reconfiguring a lot ensures:</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b></p>

<p>a. minimises the risk to people from flood hazard;                  b. creates safe evacuation routes or avoids isolation of the development during a flood greater than the <a href="#">defined flood event</a>;                  c. minimises damage to property and services;                  d. provides lots and roads that are not frequently flooded or subject to nuisance ponding or seepage;                  e. ensures lots created for <a href="#">park</a> or private open space minimise the risk to people from flood hazard and are fit for purpose;                  f. provides a lot that is not substantially burdened by flood mitigation infrastructure.</p>	<p>a. all lots comply with the flood planning levels in <a href="#">Table 8.2.11.3.J</a>;                  b. a new road complies with the flood planning levels in <a href="#">Table 8.2.11.3.F</a>.</p>	<p><input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
	<p><b>AO18.2</b>                  Development involving reconfiguring a lot creating more than 6 residential lots or a lot for industry ensures the flood planning levels of a dedicated road fronting the development or providing primary access within 200m of the development:                  a. complies with <a href="#">Table 8.2.11.3.K</a>; or                  b. has acceptable trafficability in accordance with the requirements in the <a href="#">Flood planning scheme policy</a> and the Queensland Urban Drainage Manual.   <i>Note—The <a href="#">Flood planning scheme policy</a> contains supporting information about trafficability on existing roads and serviceability during floods.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
	<p><b>AO18.3</b>                  Development protects the conveyance of flood hazard area by providing an easement over the:                  a. 2% AEP flood extent for overland flow flooding;                  b. 1% AEP flood extent for creek/waterway flooding.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>

#### 4.6. Regional Infrastructure Corridors and Substations Overlay Code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Section A—If in the Gas pipeline 20m sub-category or the Gas pipeline 100m sub-category</b>		
<p><b>PO1</b>                  Development does not create a risk to life or property and does not compromise the safe operation of a gas pipeline.   <i>Note—This can be demonstrated by a qualitative risk assessment in accordance with AS 2885.1-2007 Pipelines - Gas and liquid petroleum - Design and construction.</i></p>	<p><b>AO1</b>                  Development:                  a. will not compromise the safe operation of a gas pipeline in accordance with the written confirmation of the pipeline licence holder of the gas pipeline; or                  b. is only for a boundary realignment.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  The Site is not located within the sub-categories nominated.</p>
<b>Section B—If in the Oil pipeline 15m sub-category or the Oil pipeline 100m sub-category</b>		
<p><b>PO2</b></p>	<p><b>AO2</b></p>	<p><input type="checkbox"/> <b>Complies</b></p>

<p>Development does not create a risk to life or property and does not compromise the safe operation of an oil pipeline.</p> <p><i>Note—This can be demonstrated by a qualitative risk assessment in accordance with AS 2885.1-2007 Pipelines - Gas and liquid petroleum - Design and construction</i></p>	<p>Development:</p> <p>a. will not compromise the safe operation of an oil pipeline in accordance with the written confirmation of the pipeline licence holder of the oil pipeline; or</p> <p>b. is only for a boundary realignment.</p>	<p><input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>To be conditioned. The Proposal is for a subdivision of land.</p>
<p><b>PO3</b></p> <p>Development does not compromise the potential future operation of a decommissioned oil pipeline.</p>	<p><b>AO3</b></p> <p>Development is not located on land burdened by an easement associated with a decommissioned oil pipeline or will not impact on a decommissioned oil pipeline in accordance with the written confirmation of the pipeline licence holder of a decommissioned oil pipeline.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Site is not burdened by an easement.</p>
<p><b>Section C—If in a Major electricity infrastructure high voltage powerline sub-category or the Major electricity infrastructure high voltage powerline easement sub-category</b></p>		
<p><b>PO4</b></p> <p>Development for reconfiguring a lot for land subject to high voltage electrical work avoids exposing people to unacceptable electromagnetic radiation or electrocution risk.</p>	<p><b>AO4.1</b></p> <p>Development ensures that reconfiguring a lot for land subject to the Major electricity infrastructure high voltage powerline easement sub-category achieves the minimum safety clearances set out in the Electrical Safety Regulation 2013.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Site is not located within the nominated sub-categories.</p>
	<p><b>AO4.2</b></p> <p>Development ensures that the expected level of hazard and risk to a resident within proximity to high voltage electrical works is within acceptable limits.</p> <p><i>Note—This can be demonstrated by submitting an assessment from a specialist in electrical analysis that indicates that the proposal will not be located where it will be subject to an unacceptable level of hazard and risk.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
<p><b>Section D—If in the Major transport infrastructure sub-category</b></p>		
<p><b>PO5</b></p> <p>Development does not compromise the ability to safely operate and maintain major transport infrastructure.</p> <p><i>Editor's note—The Story Bridge is an example of Major transport infrastructure. Development should enable the safe operation and maintenance of the entire structure.</i></p>	<p><b>AO5</b></p> <p>Development will not compromise the safe operation and maintenance of major transport infrastructure in accordance with the written confirmation of the infrastructure owner.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>As above.</p>
<p><b>Section E—If in the Major sub-surface transport infrastructure sub-category</b></p>		

<p><b>PO6</b> Development does not adversely impact the structural integrity or ongoing operation and maintenance of major sub-surface transport infrastructure that is an existing or proposed tunnel. <i>Note—This can be demonstrated by submitting a geotechnical assessment and structural engineering assessment prepared by a suitably qualified engineer (RPEQ).</i></p>	<p><b>AO6</b> Development does not exceed the design constraints of major sub-surface transport infrastructure set out in <a href="#">Table 8.2.17.4</a> in accordance with the written confirmation of the infrastructure owner.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO7</b> Filling, excavation and construction does not adversely impact the structural integrity, on-going operation and maintenance of a Council-controlled transport tunnel or a future Council-controlled transport tunnel. <i>Note—This can be demonstrated by submitting a geotechnical assessment, groundwater assessment and structural engineering assessment prepared by a suitably qualified engineer (RPEQ).</i></p>	<p><b>AO7.1</b> <a href="#">Filling and excavation</a> does not undermine, cause subsidence of, or groundwater seepage into a Council-controlled transport tunnel or a future Council-controlled transport tunnel in accordance with the written confirmation of the infrastructure owner.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO7.2</b> Development involving excavation for <a href="#">basement</a> levels or structural piling does not result in vibration impacts during construction which would compromise the safety and operational integrity of a Council-controlled transport tunnel or a future Council-controlled transport tunnel. <i>Note—This can be demonstrated by submitting a geotechnical assessment prepared by a suitably qualified engineer (RPEQ).</i> <i>Editor’s note—Development may require an RPEQ certified vibration monitoring plan for the construction phase of development.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

4.7. Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<p><b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</b></p>		
<p><b>PO1</b> Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety,</p>	<p><b>AO1.1</b> Development ensures that an access driveway is provided from: a. a minor road;</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable The Proposal is for a subdivision.</p>

<p>efficiency, function, convenience of use or capacity of:</p> <ul style="list-style-type: none"> <li>i. the road hierarchy shown on the Road hierarchy overlay map;</li> <li>ii. public transport operations;</li> <li>iii. pedestrian and cyclist movement;</li> </ul> <p>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.</p>	<p>b. a district road or suburban road if the development has high traffic-generating potential.</p>	
	<p><b>AO1.2</b> Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO1.3</b> Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO1.4</b> Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO1.5</b> Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
<p><b>Section B—If for assessable development for a material change of use</b></p>		
<p><b>PO2</b> Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p><b>AO2.1</b> Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>
	<p><b>AO2.2</b> Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> <li>a. is for a major development; or</li> <li>b. involves an access driveway to a major road; or</li> <li>c. involves an access driveway within 100m of a signalised intersection.</li> </ul> <p><i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer</i></p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	Queensland in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	
<b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b>		
<p><b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p><b>AO3</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Site does not require a road widening.</p>
<p><b>PO3A</b> Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>a. for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>b. for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving:                             <ul style="list-style-type: none"> <li>i. trunk infrastructure that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li>ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</li> <li>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> </li> </ul> <p><i>Editor’s note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor’s note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>	<p><b>AO3A</b> No acceptable outcome is prescribed.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      The Proposal involves the delivery of trunk infrastructure works under the LGIP for stormwater. Refer to Civil documents for more detail.</p>

<b>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</b>		
<p><b>PO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> <li>the long term infrastructure for the road network in the Long term infrastructure plans;</li> <li>the existing and planned infrastructure for the road network in the <a href="#">Local government infrastructure plan</a>;</li> <li>the provision of long term, existing and planned infrastructure for the road network which:                             <ol style="list-style-type: none"> <li>is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ol> </li> </ol> <p><i>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.</i></p>	<p><b>AO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ol style="list-style-type: none"> <li>for the long term infrastructure for the road network, the Long term infrastructure plans;</li> <li>for existing and planned infrastructure for the road network, the <a href="#">Local government infrastructure plan</a>;</li> <li>the standards for the road network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Site does not front any of the nominated roads.</p>
<b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b>		
<p><b>PO5</b> Development ensures that a new road connection provides:</p> <ol style="list-style-type: none"> <li>safe, efficient and convenient connectivity of the new road to the major road network;</li> <li>a minimum number of intersections to the major road network.</li> </ol>	<p><b>AO5</b> Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      No changes to the road hierarchy are proposed.</p>
<p><b>PO6</b> Development ensures that an extension of or change to the road network:</p> <ol style="list-style-type: none"> <li>provides internal connectivity and connects to the external road network;</li> </ol>	<p><b>AO6.1</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      Refer to Civil documents. The new road connections will be designed and constructed in accordance with the Infrastructure design planning scheme policy.</p>

<p>b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;</p> <p>c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p> <p>d. includes the provision of bus routes that provide ease of access to bus customers;</p> <p>e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</p> <p>f. provides a street layout that minimises travel time and traffic volumes on minor roads;</p> <p>g. provides high permeability for pedestrian and cycle networks;</p> <p>h. provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>i. preserves the function of the road hierarchy and addresses all impacts to the road network.</p>	<p><b>AO6.2</b> Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p><i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> (Traffic impact assessment and definitions section).</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
<p><b>PO7</b> Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.</p>	<p><b>AO7</b> Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  No major roads are involved as part of The Proposal.</p>
<p><b>PO8</b> Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.</p>	<p><b>AO8</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p>

### 4.8. Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<b>PO1</b> Development must improve pedestrian movement and <a href="#">amenity</a> by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	<b>AO1</b> Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in <a href="#">Table 8.2.20.3.B</a> and the streetscape locality advice and road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a> .	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> All new roads can achieve verge widths of 4.25m. The existing verge width along Sweets Road is approximately 8m.
	<b>PO2</b> 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 <a href="#">amenity</a> focus.	<b>AO2.1</b> Development ensures that existing street trees are retained and protected.
<b>AO2.2</b> 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 <a href="#">Infrastructure design planning scheme policy</a> .		<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> To be conditioned.
<b>Section B—If for assessable development</b>		
<b>PO3</b> Development ensures that the design of a <a href="#">corner land dedication</a> identified on the Streetscape hierarchy overlay map: <ol style="list-style-type: none"> <li>facilitates a high level of pedestrian movement and activity;</li> <li>enforces the sense of arrival to individual precincts and major connections;</li> <li>provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the <a href="#">public realm</a>.</li> </ol>	<b>AO3.1</b> Development ensures that a <a href="#">corner land dedication</a> is provided: <ol style="list-style-type: none"> <li>where identified in the Streetscape hierarchy overlay map;</li> <li>in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not a corner lot.
	<b>AO3.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a <a href="#">corner land dedication</a> area in compliance with the	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	<p>specifications and standards in the road corridor design and streetscape locality advice standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p>As above.</p>
	<p><b>AO3.3</b>                  Development ensures that public art is provided in a <a href="#">corner land dedication</a> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
<p><b>If in or on a site adjoining the Wildlife movement solution sub-category</b></p>		
<p>The Site is not adjoining the Wildlife movement solution sub-category.</p>		