

# CODE ASSESSMENT REPORT

8.2.18 ROAD HIERARCHY OVERLAY CODE

8.2.20 STREETScape HIERARCHY OVERLAY CODE

9.4.10 SUBDIVISION CODE

9.4.4 INFRASTRUCTURE DESIGN CODE

9.4.5 LANDSCAPE WORK CODE

9.4.9 STORMWATER CODE

9.4.11 TRANSPORT, ACCESS, PARKING AND SERVICING CODE

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**APPLICATION REF**

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8.2.18

Road hierarchy overlay code

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<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:</p> <ul style="list-style-type: none"> <li>a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:               <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> </li> <li>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</li> <li>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.</li> </ul>	<p><b>AO1.1</b> Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> <li>a. a minor road;</li> <li>b. a district road or suburban road if the development has high traffic-generating potential.</li> </ul> <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> <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> <p><b>AO1.4</b> Development ensures that a turn to and from a major road is restricted to a left turn only.</p> <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>	<p>The development application is limited to a reconfiguration of a lot and does not include a material change of use. The assessment benchmarks of Section A are not relevant to this assessment.</p>

<b>Section B—If for assessable development for a material change of use</b>		
<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> <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>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development application is limited to a reconfiguration of a lot and does not include a material change of use. The assessment benchmarks of Section B are not relevant to this assessment.</p>
<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><b>JUSTIFICATION COMMENTS</b> The subject site gains access to the city road network via Wilmah Street, which is designated as a Neighbourhood Road. The current road reserve width is 20m and appropriately sized for a Neighbourhood Road. No further road widening is anticipated along Wilmah Street.</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 priority infrastructure area in the Local government infrastructure plan;</li> <li>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</li> </ul>	<p><b>AO3A</b> No acceptable outcome is prescribed.</p>	<p><b>JUSTIFICATION COMMENTS</b> The subject site is included in the Priority Infrastructure Area. Infrastructure charges can be levied as appropriate for the scope of development being a two-lot subdivision.</p>

<ul style="list-style-type: none"> <li>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</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> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>		
<p><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>		
<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> <ul style="list-style-type: none"> <li>a. the long term infrastructure for the road network in the Long term infrastructure plans;</li> <li>b. the existing and planned infrastructure for the road network in the Local government infrastructure plan;</li> <li>c. the provision of long term, existing and planned infrastructure for the road network which:</li> </ul>	<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> <ul style="list-style-type: none"> <li>a. for the long term infrastructure for the road network, the Long term infrastructure plans;</li> <li>b. for existing and planned infrastructure for the road network, the Local government infrastructure plan;</li> <li>c. the standards for the road network in the Infrastructure design planning scheme policy.</li> </ul>	<p>The subject site is not adjacent to a District Road, Suburban Road or an Arterial Road.</p>

<p>i. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p><b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b></p>		
<p><b>PO5</b> Development ensures that a new road connection provides:</p> <ul style="list-style-type: none"> <li>a. safe, efficient and convenient connectivity of the new road to the major road network;</li> <li>b. a minimum number of intersections to the major road network.</li> </ul>	<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><b>AO5 COMMENTS</b> The applicant does not propose new access onto Wilmah Street. The site contains two existing crossovers which are retained as part of this development application. The road function is unchanged.</p>
<p><b>PO6</b> Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> <li>a. provides internal connectivity and connects to the external road network;</li> <li>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;</li> <li>c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</li> <li>d. includes the provision of bus routes that provide ease of access to bus customers;</li> </ul>	<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 Infrastructure design planning scheme policy.</p> <p><b>AO6.2</b> Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	<p><b>Not Relevant.</b> No new or upgraded road is proposed as part of this development application.</p> <p><b>AO6.2 COMMENTS</b> No new points of access are proposed. The site contains two existing crossovers which are retained as part of this development application. The road function is unchanged.</p>

<ul style="list-style-type: none"> <li>e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</li> <li>f. provides a street layout that minimises travel time and traffic volumes on minor roads;</li> <li>g. provides high permeability for pedestrian and cycle networks;</li> <li>h. provides safe accessibility to lots by having more than one street providing access to the area;</li> <li>i. preserves the function of the road hierarchy and addresses all impacts to the road network.</li> </ul>		
<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>A07</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>The subject site does not adjoin a major road.</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>A08</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 Infrastructure design planning scheme policy.</p>	<p>The applicant does not propose or introduce an intersection.</p>

**8.2.20**

**Streetscape hierarchy overlay code**

**Table 8.2.20.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<p><b>PO1</b> Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.</p>	<p><b>AO1</b> Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO1 COMMENTS</b> The subject site adjoins Wilmah Street being a fully developed Neighbourhood Road with an existing verge.</p>
<p><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 amenity focus.</p>	<p><b>AO2.1</b> Development ensures that existing street trees are retained and protected.</p> <p><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 Infrastructure design planning scheme policy.</p>	<p><b>AO2.1 COMMENTS</b> The applicant does not seek the removal of street tree(s) positioned within site frontage.</p> <p><b>AO2.2 COMMENTS</b> This can be conditioned at Councils discretion.</p>
<b>Section B—If for assessable development</b>		
<p><b>PO3</b> Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:</p>	<p><b>AO3.1</b> Development ensures that a corner land dedication is provided: d. where identified in the Streetscape hierarchy overlay map;</p>	<p>A corner land-dedication is not identified in the streetscape hierarchy overlay map, Neighbourhood Plan or infrastructure design PSP.</p>

<ul style="list-style-type: none"> <li>c. facilitates a high level of pedestrian movement and activity;</li> <li>d. enforces the sense of arrival to individual precincts and major connections;</li> <li>e. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>e. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</li> </ul> <p><b>AO3.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p> <p><b>AO3.3</b> Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.</p>	
<p><b>If in or on a site adjoining the Wildlife movement solution sub-category</b></p>		
<p><b>PO4</b> Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p><b>AO4</b> Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> <li>c. provided at the locations identified on the Streetscape hierarchy overlay map;</li> <li>d. designed to: <ul style="list-style-type: none"> <li>i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance;</li> <li>ii. achieve physical separation of native wildlife and the road;</li> <li>iii. adopt designs and treatments known to be used by native</li> </ul> </li> </ul>	<p>The site does not adjoin the wildlife movement solution sub-category.</p>

	<p>species, including significant fauna species listed in the Biodiversity area overlay code.</p> <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>	
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9.4.10

Subdivision code

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<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>d. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;</li> <li>e. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>f. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;</li> <li>g. complement the streetscape, local context and character for the locality;</li> <li>h. address development constraints.</li> </ul>	<p><b>AO1.1</b> Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p> <p><b>AO1.2</b> Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts</p>	<p><b>JUSTIFICATION COMMENTS</b> Refer to Section 5 of the Planning Assessment Report.</p>

	<p>of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.  Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.</p>	
	<p><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> <ul style="list-style-type: none"> <li>f. across a proposed lot boundary; or</li> <li>g. within a setback required by the planning scheme.</li> </ul> <p>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.  Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.  Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.  Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> <li>f. physical inspection is undertaken at the framing stage of construction;</li> <li>g. written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</li> <li>h. other evidence received and agreed by the Council.</li> </ul>	
<p><b>PO2</b>  Development creates useable lots that:</p> <ul style="list-style-type: none"> <li>e. do not rely on excessive cut and fill;</li> </ul>	<p><b>AO2.1</b>  Development ensures that any cutting, filling, retaining walls and earthworks:</p>	<p><b>AO2.1 COMMENTS</b>  The applicant does not propose any cutting, filling, retaining walls or earthworks within this development application. Refer to Section 3 of the Planning Assessment Report.</p>

<p>f. do not intrude into areas of waterway and environmental significance;</p> <p>g. ensure any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> <li>i. minimise adverse impacts to vegetation, natural features and topography;</li> <li>ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;</li> </ul> <p>h. minimise adverse impacts to the utility of existing or proposed transport network elements.</p>	<p>d. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:</p> <ul style="list-style-type: none"> <li>i. a single level change; or</li> <li>ii. any step in a series of level changes.</li> </ul> <p>e. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</p> <p>f. limits cut and fill to less than 1m in height for construction of transport network elements.</p> <p>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p> <p><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> <ul style="list-style-type: none"> <li>d. 1 into 10 on the shortest lot axis;</li> <li>e. 1 into 15 on the longest axis.</li> </ul>	<p><b>AO2.2 COMMENTS</b> The site has a slope less than 1m and complies.</p> <p><b>AO2.3 COMMENTS</b> The applicant does not propose any cutting, filling, retaining walls or earthworks within this development application. Refer to Section 3 of the Planning Assessment Report.</p> <p><b>AO2.4 COMMENTS</b> The applicant does not propose the creation of canals or artificial waterways.</p>
	<p><b>AO2.3</b> Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.</p> <p>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</p> <p>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p>	
	<p><b>AO2.4</b> Development does 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> <ul style="list-style-type: none"> <li>c. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;</li> <li>d. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>e. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>f. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>g. at an adequate width, suitable gradient and appropriate construction standard;</li> <li>h. to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>i. to preserve the amenity and function of the public realm in accommodating: <ul style="list-style-type: none"> <li>a. high levels of pedestrian traffic;</li> <li>b. large subtropical street trees;</li> <li>c. on-street parking.</li> </ul> </li> </ul>	<p><b>AO3.1</b> Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ul style="list-style-type: none"> <li>j. design and construction in accordance with the road hierarchy;</li> <li>k. safe travel for pedestrian, cyclists and vehicles;</li> <li>l. access to properties for all modes;</li> <li>m. utilities;</li> <li>n. high levels of aesthetics and amenity, improved liveability and future growth;</li> <li>o. a high-quality streetscape;</li> <li>p. a low-maintenance asset with minimal whole-of-life cost.</li> </ul> <p>Editor's note—See Section B for additional requirements where new road is proposed.</p> <p><b>AO3.2</b> Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO3.1 COMMENTS</b> No new road is proposed. The subject site abuts a fully developed Neighbourhood road network.</p> <p><b>AO3.2 COMMENTS</b> The site contains two existing crossovers which are to be retained and service each new lot proposed within this development application.</p> <p><b>AO3.3 COMMENTS</b> No new access arrangements are required to service the development.</p>
	<p><b>AO3.3</b> Development provides each lot with access to a public road other than a major road, that is:</p> <ul style="list-style-type: none"> <li>a. direct; or</li> <li>b. via a formal access arrangement that is: <ul 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> <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 Infrastructure design planning scheme policy;</li> </ul> </li> <li>c. the width specified:</li> </ul>	

	<ul style="list-style-type: none"> <li>i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</li> <li>ii. in Table 9.4.10.3.B where in any other zone;</li> </ul> <p>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</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><b>AO3.4 COMMENTS</b> No new access arrangements are required to service the new lots proposed as part of this development application.</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 Transport, access, parking and servicing planning scheme policy;</li> <li>b. do not require cut and fill in excess of 1m in height.</li> </ul>	<p><b>AO3.5 COMMENTS</b> The applicant does not propose any earthworks, cut or fill. The site is generally flat and achieves appropriate grades that support vehicular access. No new access arrangements are required to service the new lots proposed as part of this development application.</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. Local government infrastructure plan;</li> <li>b. standards in the Infrastructure design planning scheme policy;</li> <li>c. Refuse planning scheme policy;</li> </ul>	<p><b>AO4.1 COMMENTS</b> Water, Electricity and Telecommunication infrastructure is positioned within the road network. No new access arrangement is required to service the new lots proposed. Sufficient area is available to create a new sewerage property connection to service Lot 1.</p>

<p>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.</p>	<ul style="list-style-type: none"> <li>d. Transport, access, parking and servicing planning scheme policy;</li> <li>e. Long term infrastructure plan;</li> <li>f. codes and planning scheme policies that apply to the site.</li> </ul> <p><b>AO4.2</b> Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.</p>	<p><b>AO4.2 COMMENTS</b> The applicant proposes installing new stormwater kerb adaptors to service Lot 2. Existing kerb adaptors are available and can service Lot 1.</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> <ul style="list-style-type: none"> <li>a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or</li> <li>b. a 6m long by 3 equal chord truncation if a minor road.</li> </ul>	<p><b>AO4.3 COMMENTS</b> The site does not contain any corners which would necessitate a corner truncation.</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> <ul style="list-style-type: none"> <li>a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;</li> <li>b. avoiding the hazard; or</li> <li>c. mitigating hazard impacts, including through buffers, structures or other necessary measures.</li> </ul> <p>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and</p>	<p><b>AO5 COMMENTS</b> The site is positioned within a fully developed residential area and is not subject to constrain mapping.</p>

	<p>assessment of the development or changed circumstances or those associated with:</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><b>PO6</b> Development ensures that any rearrangement of a lot boundary:</p> <ul style="list-style-type: none"> <li>a. does not create additional lots;</li> <li>b. wholly contains infrastructure and services within the lot they serve;</li> <li>c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: <ul style="list-style-type: none"> <li>i. character intended for the locality;</li> <li>ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</li> </ul> </li> </ul>	<p><b>AO6</b> No acceptable outcome is prescribed.</p>	<p>The development does not include rearranging boundaries, volumetric format plans, or a site in 2 or more zones/precincts/Neighbourhood plan or overlay sub categories. The following benchmarks are not relevant to the development and an assessment has not been completed.</p>
<p><b>PO7</b> Development ensures that volumetric format plan subdivision and any associated statutory easements:</p> <ul style="list-style-type: none"> <li>a. facilitate efficient development;</li> <li>b. ensure reasonable and practical access to services, facilities and infrastructure</li> </ul>	<p><b>AO7</b> No acceptable outcome is prescribed.</p>	

<p>appropriate to the current and any intended future use of the premises;</p> <ul style="list-style-type: none"> <li>c. are in accordance with an existing development approval or approved building;</li> <li>d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</li> </ul>		
<p><b>PO8</b> Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p> <ul style="list-style-type: none"> <li>a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;</li> <li>b. lawful uses intended for the site and the locality.</li> </ul>	<p><b>AO8.1</b> Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.</p> <p><b>AO8.2</b> Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.</p> <p><b>AO8.3</b> Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.</p>	
<p><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> </ul>	<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 Infrastructure design planning scheme policy and the Transport, access,</li> </ul>	<p>The development does not include a reconfiguration of a lot, involving 10 or more lots, a road reserve or new road, or cycle or pedestrian routes. The following benchmarks are not</p>

<p>b. deliver the intended functional outcome of each element;</p> <p>c. have a clear hierarchical structure using the existing network classification;</p> <p>d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks.</p> <p>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p>	<p>parking and servicing planning scheme policy;</p> <p>b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:</p> <ol 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> <li>v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council;</li> </ol> <p>c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>Note—This outcome can be demonstrated through an application that:</p> <ul style="list-style-type: none"> <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 Transport, access, parking and servicing planning scheme policy;</li> <li>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing</li> </ul>	<p>relevant to the development and an assessment has not been completed.</p>
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	<p>planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</p>	
<p><b>PO10</b> Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ol style="list-style-type: none"> <li>a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;</li> <li>b. are safe, suitably shaded and embellished, attractive and efficient;</li> <li>c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes;</li> <li>d. provide routes that are on areas of least slope and avoid potential hazards such as flooding;</li> <li>e. run predominantly along public spaces including streets or parks that are fronted by dwellings;</li> <li>f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</li> <li>g. are widened at potential vehicle conflict points.</li> </ol> <p>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</p>	<p><b>AO10.1</b> Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ol style="list-style-type: none"> <li>a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or</li> <li>b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.</li> </ol> <p>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.</p> <p><b>AO10.2</b> Development provides pathway links outside the road corridor that:</p> <ol style="list-style-type: none"> <li>a. comply with the Infrastructure design planning scheme policy;</li> <li>b. incorporate key elements of crime prevention through environmental design, including: <ol style="list-style-type: none"> <li>i. having a maximum length of 40m;</li> <li>ii. providing a direct line of sight between ends of the link;</li> <li>iii. connecting between the road network and the park where development is located between them.</li> </ol> </li> </ol> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	

	<p>Note—A minimum of 50% of any park frontage should be to a minor road.</p>
<p><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> <ul style="list-style-type: none"> <li>a. safe and efficient movement of users, including vehicles, cyclists and pedestrians;</li> <li>b. vehicle parking;</li> <li>c. access to properties, including accommodation of the largest design service vehicle;</li> <li>d. construction and maintenance of public utilities;</li> <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>AO11</b> Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.</p>
<p><b>PO12</b> Development provides a road network that:</p> <ul style="list-style-type: none"> <li>a. includes a minor road network that creates convenient and safe movement between uses and to major roads;</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> </ul>	<p><b>AO12.1</b> Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p> <p><b>AO12.2</b> Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.</p> <p><b>AO12.3</b> Development provides road network that:</p>

<ul style="list-style-type: none"> <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 minor roads 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 public realm, provision of street trees and availability of on-street parking.</li> </ul>	<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><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> <ul style="list-style-type: none"> <li>a. physical features obstruct road network continuity;</li> <li>b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;</li> <li>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;</li> <li>d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;</li> </ul>

	<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>Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.</p>
<p><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: <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> </li> </ul>	<p><b>AO14</b> Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.</p>
<p><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> </ul>	<p><b>AO15</b> Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>

<p>c. sufficient space for infrastructure and traffic management.</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 Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.</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. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.</p>	
<p><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 park, 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>Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.</p>		
<p><b>PO18</b> Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p>	<p><b>AO18.1</b> Development is designed and sited in compliance with:</p> <ul 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</li> </ul>	<p><b>AO18.1 COMMENTS</b> Any future residential development (material change of use) for a dwelling house is subject to the Brisbane City Plan 2014, Dwelling House Small Lot Code. The purpose of this code is to provide design requirements dedicated to</p>

<ul style="list-style-type: none"> <li>a. the lot frontage of all residential lots is within: <ul style="list-style-type: none"> <li>i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;</li> <li>ii. 800m walking distance of a local shop and services;</li> </ul> </li> <li>b. the greatest intensity of development is within 400m walking distance from: <ul style="list-style-type: none"> <li>i. a centre other than a Neighbourhood centre;</li> <li>ii. high frequency public transport;</li> </ul> </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 parks 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 parks;</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</li> </ul>	<p>nature and extent of the development and that clearly indicates the following:</p> <ul 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. parks and key destinations such as centres and community facilities; or</li> </ul> <p>b. a structure plan prepared in accordance with the Structure planning scheme policy.</p> <p>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning scheme policy where this information is insufficient.</p> <p><b>AO18.2</b> Development likely to generate significant pedestrian movements provides a layout with a:</p> <ul 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: <ul 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> </ul> </li> </ul>	<p>dwellings positioned on small lots less than 450sqm.</p> <p>The new lots proposed are sufficiently sized and designed to facilitate the future development of a dwelling house per the provisions of the Brisbane City Plan 2014, Dwelling House Small Lot Code.</p> <p><b>AO18.2 COMMENTS</b> The development is limited to a subdivision creating two additional lots. The development does not generate significant pedestrian movements.</p>
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<p>environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process.</p> <p>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.</p> <p>Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>		
<p><b>PO19</b> Development ensures that the layout retains and responds to:</p> <ul style="list-style-type: none"> <li>a. physical features such as topography, natural drainage systems and significant vegetation;</li> <li>b. existing heritage or character buildings;</li> <li>c. adjoining existing uses and the transport and public park networks.</li> </ul>	<p><b>AO19.1</b> Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.</p> <p>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</p> <p><b>AO19.2</b> Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p><b>AO19.1 COMMENTS</b> The site does not contain any vegetation of significance nor does the development application proposed vegetation clearing.</p> <p><b>AO19.2 COMMENTS</b> The site does not contain a heritage or character building.</p>
<p><b>PO20</b> Development provides a layout that supports pedestrian access to public transport services by locating:</p> <ul style="list-style-type: none"> <li>a. a high proportion of dwellings close to public transport stops;</li> <li>b. higher density residential development close to transport stops;</li> <li>c. non-residential or high trip-generating uses immediately proximate to transport stops.</li> </ul>	<p><b>AO20</b> Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.</p>	<p>The development is limited to a two-lot subdivision and new lots are not intended for public visitation. The assessment benchmark is not relevant, and an assessment is not provided.</p>
<p><b>PO21</b></p>	<p><b>AO21.1</b></p>	<p><b>AO21.1 COMMENTS</b></p>

<p>Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p>Development provides lots that are generally designed and positioned to locate:</p> <ul style="list-style-type: none"> <li>a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%;</li> <li>b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.</li> </ul> <p><b>AO21.2</b> Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.</p>	<p>The development is limited to a two lot subdivision. The proposed lot design and configuration respond to the established road network and suburban neighborhood adjoining and surrounding the site.</p> <p><b>AO21.2 COMMENTS</b> The development does not include a building envelope plan. Future residential development is subject to the design provisions of the Brisbane City Plan 2014, Dwelling House Small Lot Code.</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> <ul style="list-style-type: none"> <li>a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan;</li> <li>b. is consistent with the surrounding lot character; or</li> <li>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.</li> </ul> <p>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p><b>AO22.1</b> Development provides a range of lot sizes that comply with:</p> <ul style="list-style-type: none"> <li>a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or</li> <li>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</li> <li>c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.</li> </ul>	<p><b>JUSTIFICATION COMMENTS</b> Refer to Section 5 of the Planning Assessment Report.</p>

	<p>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.</p> <p><b>AO22.2</b> Development fronting an existing or proposed road provides:</p> <ol style="list-style-type: none"> <li>a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone;</li> <li>b. no more than 6 contiguous small lots 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 walking distance from a centre other than a Neighbourhood centre, and high frequency public transport.</li> </ol> </li> </ol> <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>	
<p><b>PO23</b> Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:</p>	<p><b>AO23</b> Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:</p>	<p><b>AO23 COMMENTS</b> The development does not introduce new land use. This assessment benchmark is not relevant to the proposed development, and an assessment has not been completed.</p>

<ul style="list-style-type: none"> <li>a. site access opportunities or restrictions;</li> <li>b. positive streetscape or park interface opportunities;</li> <li>c. opportunities to locate near transport stops or on transport routes;</li> <li>d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses;</li> <li>e. development interfaces and land use transitions to residential uses.</li> </ul>	<ul style="list-style-type: none"> <li>a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point;</li> <li>b. on the end of street blocks or corners;</li> <li>c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;</li> <li>d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.</li> </ul>	
<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 multiple dwellings:</p> <ul style="list-style-type: none"> <li>a. facilitates direct pedestrian and vehicle access to ground-floor dwellings;</li> <li>b. locates lots: <ul 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> </ul> </li> </ul> <p>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</p> <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> <ul style="list-style-type: none"> <li>a. is located mid-block or adjacent to a park where there is dual frontage;</li> <li>b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions;</li> <li>c. if serviced by a rear lane, the lane is no longer than 60m in length.</li> </ul> <p><b>AO24.3</b> Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p><b>AO24.1 COMMENTS</b> The development does not introduce new land use. This assessment benchmark is not relevant to the proposed development, and an assessment has not been completed.</p> <p><b>AO24.2 COMMENTS</b> The proposed lot configuration supports a standardized design of rectangular shape and frontages greater than 10m.</p> <p><b>AO24.3 COMMENTS</b> The development is not positioned in a corner or at the end of a T-intersection. This assessment</p>

		benchmark is not relevant to the development, and an assessment has not been completed.
<p><b>PO25</b> Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:</p> <ul style="list-style-type: none"> <li>a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;</li> <li>b. to maximise outdoor private space, privacy and amenity;</li> <li>c. to provide convenient on-site vehicle access and parking.</li> </ul>	<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 Table 9.4.10.3.B.</p> <p><b>AO25.2</b> 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 Figure a.</p>	<p><b>JUSTIFICATION COMMENTS</b> Refer to Section 5 of the Planning Assessment Report.</p>
<p><b>PO26</b> Development provides land for park purposes that is well distributed and located and is consistent with:</p> <ul style="list-style-type: none"> <li>a. the nature of surrounding parks;</li> <li>b. the needs of occupants and visitors;</li> <li>c. the safety and connection to the transport network.</li> </ul>	<p><b>AO26</b> Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.</p>	<p><b>AO26 COMMENTS</b> The development does not include park land. This assessment benchmark is not relevant, and an assessment has not been completed.</p>
<p><b>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:</b></p> <ul style="list-style-type: none"> <li>a. not complying with the dimensions in Table 9.4.10.3.B; or</li> <li>b. with a frontage width of less than 10m.</li> </ul>		
<p><b>PO27</b> Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the:</p> <ul style="list-style-type: none"> <li>a. intended character of a locality;</li> <li>b. quality of the public realm and the provision of street trees;</li> <li>c. availability of on-street car parking;</li> </ul>	<p><b>AO27.1</b> Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:</p> <ul style="list-style-type: none"> <li>a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code;</li> <li>b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater;</li> </ul>	<p>The proposed lot layout supports a frontage width greater than 10m. An assessment against these benchmarks is not relevant.</p>

<p>d. natural, character or heritage features of the lot.</p> <p>Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>c. 1.5m to any secondary street frontage where for a corner lot;</p> <p>d. 3m to any private open space on an existing or proposed adjoining small lot.</p> <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p> <p><b>AO27.2</b> Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m<sup>2</sup> principle private open space with a minimum dimension of 4m.</p> <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p>	
	<p><b>AO27.3</b> Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls.</p> <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	
	<p><b>AO27.4</b> Development where a small lot with a frontage width of less than 10m provides a development footprint</p>	

	<p>plan demonstrating that any vehicle parking areas, access or driveway is in a location that:</p> <ul 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> </ul> <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	
<p><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></p>		
<p><b>PO28</b> Development provides a lot layout plan that:</p> <ul style="list-style-type: none"> <li>a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic;</li> <li>b. minimises impacts to existing or potential incompatible land uses.</li> </ul>	<p><b>AO28.1</b> Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.</p> <p><b>AO28.2</b> Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.</p>	<p>The site is not positioned within an industry or Extractive Industry zone. The following benchmarks are not relevant, and an assessment has not been provided.</p>
<p><b>PO29</b> Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.</p>	<p><b>AO29</b> Development provides lots that are arranged to:</p> <ul style="list-style-type: none"> <li>a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area;</li> <li>b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.</li> </ul>	
<p><b>PO30</b> Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that:</p>	<p><b>AO30</b> Development on land in the General industry C zone precinct of the Industry zone and the Extractive</p>	

<ul style="list-style-type: none"> <li>a. are of a size that facilitates a variety of industrial and industry compatible land uses;</li> <li>b. are not subdivided or otherwise fragmented into unviable lot sizes.</li> </ul>	<p>industry zone retained in large lots in compliance with Table 9.4.10.3.B.</p>	
<p><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></p> <p>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</p>		
<p><b>PO31</b> Development:</p> <ul style="list-style-type: none"> <li>a. facilitates the integration of centre and mixed uses with adjacent uses and features;</li> <li>b. complements and enhances existing or proposed public spaces;</li> <li>c. ensures minimum impact on the amenity of adjacent and nearby areas;</li> <li>d. provides for reasonable buffers between any existing or potential incompatible land uses.</li> </ul>	<p><b>AO31</b> No acceptable outcome is prescribed.</p>	<p>The site is not mapped within the centre, mixed use, community facilities or specialized centre zone. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><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></p>		
<p><b>PO32</b> Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A</p>	<p><b>AO32</b> Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that:</p> <ul style="list-style-type: none"> <li>a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;</li> </ul>	<p>The site is not mapped within the environmental management zone or the very low density residential potential development area. This assessment benchmark is not relevant.</p>

<p>development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;</p> <p>c. does not further fragment viable rural land.</p> <p>Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	
<p><b>PO33</b> Development provides vehicular access that is:</p> <ol style="list-style-type: none"> <li>available to each lot or building envelope area;</li> <li>does not result in the loss of ecological features, significant vegetation and koala habitat trees.</li> </ol> <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</p>	<p><b>AO33</b> Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement.</p> <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p><b>AO33 COMMENTS</b> The development retains both points of access onto Wilmah Street. No new or required access is relevant to this development.</p>
<p><b>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</b></p>		
<p><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>		
<p><b>PO34</b> Development does not result in:</p> <ol style="list-style-type: none"> <li>the use of a premises being impaired or made unlawful;</li> <li>dependent activities of a use becoming separated by titling;</li> <li>the functioning of the relevant development approval being compromised.</li> </ol> <p>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.</p>	<p><b>AO34.1</b> Development ensures:</p> <ol style="list-style-type: none"> <li>the use of premises remains lawful;</li> <li>development remains in compliance with planning and building standards and development approvals.</li> </ol> <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>The applicant seeks approval for the creation of two freehold lots. The following assessment benchmarks are not relevant.</p>

<p>Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.</p> <p>Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.</p>		
<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>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</p>		
<p><b>PO35</b> Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions:</p> <ol style="list-style-type: none"> <li>a. for siting and constructing the intended building and any ancillary outbuilding and structure;</li> <li>b. for the provision of private open space, vehicle access and parking;</li> <li>c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.</li> </ol> <p>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</p>	<p><b>AO35</b> No acceptable outcome is prescribed</p>	<p>The development does not include a community management scheme. The following assessment benchmarks are not relevant to the development.</p>
<p><b>PO36</b></p>	<p><b>AO36.1</b></p>	

Development provides internal access ways and driveways that:

- a. are designed to clearly indicate the function of the access way;
- b. provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.

Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following:

- a. internal access ways that are designed in compliance with Table 9.4.10.3.C;
- b. internal driveways serving a single dwelling that are a maximum of 3m wide;
- c. driveways serving more than 3 lots that are at least 4m wide.

**AO36.2**

Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.

**9.4.4**

**Infrastructure design code**

**Table 9.4.4.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b> Development provides roads, pavement, edging and landscaping which:</p> <ul style="list-style-type: none"> <li>i. are designed and constructed in accordance with the road hierarchy;</li> <li>j. provide for safe travel for pedestrians, cyclists and vehicles;</li> <li>k. provide access to properties for all modes;</li> <li>l. provide utilities;</li> <li>m. provide high levels of aesthetics and amenity, improved liveability and future growth;</li> <li>n. provide for the amelioration of noise and other pollution;</li> <li>o. provide a high-quality streetscape;</li> <li>p. provide a low-maintenance asset with a minimal whole-of-life cost.</li> </ul> <p>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>	<p><b>AO1</b> Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO1 COMMENTS</b> The development does not include any new roads. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO2</b> Development provides road pavement surfaces which:</p> <ul style="list-style-type: none"> <li>h. are well designed and constructed;</li> <li>i. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles;</li> <li>j. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of</li> </ul>	<p><b>AO2</b> Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO2 COMMENTS</b> The development does not include any new roads. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

<p>stormwater run-off and the preservation of all-weather access; k. allows for reasonable travel comfort.</p>		
<p><b>PO3</b> Development provides a pavement edge which is designed and constructed to:</p> <ul style="list-style-type: none"> <li>i. control vehicle movements by delineating the carriageway for all users;</li> <li>j. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.</li> </ul>	<p><b>AO3</b> Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO3 COMMENTS</b> The development does not include any new roads. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO4</b> Development provides verges which are designed and constructed to:</p> <ul style="list-style-type: none"> <li>i. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties;</li> <li>j. provide a sufficient area for public utility services;</li> <li>k. be maintainable by the Council.</li> </ul>	<p><b>AO4</b> Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO4 COMMENTS</b> The development does not include any new roads. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO5</b> Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:</p> <ul style="list-style-type: none"> <li>g. allows equitable access for all modes;</li> <li>h. is safe and secure;</li> <li>i. has 24-hour access;</li> <li>j. is a low-speed shared zone environment;</li> <li>k. has a high-quality streetscape.</li> </ul>	<p><b>AO5</b> Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO5 COMMENTS</b> The development does no include any new lanes or laneways. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO6</b> Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard:</p> <ul style="list-style-type: none"> <li>f. an effective, high-quality paved roadway;</li> </ul>	<p><b>AO6</b> Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design</p>	<p><b>AO6 COMMENTS</b> This can be conditioned at Councils discretion as relevant to the site.</p>

<ul style="list-style-type: none"> <li>g. an effective, high-quality roadway kerb and channel;</li> <li>h. safe, high-quality vehicle crossings over channels and verges;</li> <li>i. safe, accessible, high-quality verges compatible and integrated with the surrounding environment;</li> <li>j. safe vehicle access to the site that enables ingress and egress in a forward gear;</li> <li>k. provision of and required alterations to public utilities;</li> <li>l. effective drainage;</li> <li>m. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.</li> </ul>	<p>standards in the Infrastructure design planning scheme policy:</p> <ul style="list-style-type: none"> <li>j. concrete kerb and channel;</li> <li>k. forming and grading to verges;</li> <li>l. crossings over channels and verges;</li> <li>m. a constructed bikeway;</li> <li>n. a constructed verge or reconstruction of any damaged verge;</li> <li>o. construction of the carriageway;</li> <li>p. payment of costs for required alterations to public utility mains, services or installations;</li> <li>q. construction of and required alterations to public utility mains, services or installations;</li> <li>r. drainage works;</li> <li>s. installation of electrical conduits.</li> </ul>	
<p><b>PO7</b> Development provides both cycle and walking routes which:</p> <ul style="list-style-type: none"> <li>q. are located, designed and constructed to their network classification (where applicable);</li> <li>r. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;</li> <li>s. provide safe and comfortable access to properties for pedestrians and cyclists;</li> <li>t. incorporate water sensitive urban design into stormwater drainage;</li> <li>u. provide for utilities;</li> <li>v. provide for a high level of aesthetics and amenity, improved liveability and future growth;</li> <li>w. are a low-maintenance asset with a minimal whole-of-life cost;</li> </ul>	<p><b>AO7</b> Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO7 COMMENTS</b> The development is limited to a two-lot subdivision and does not provide cycle or walking routes.</p>

<p>x. minimise the clearing of significant native vegetation.</p> <p>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>		
<p><b>PO8</b> Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.</p>	<p><b>AO8.1</b> Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.</p> <p><b>AO8.2</b> Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.</p> <p>Note—Refer to the Refuse planning scheme policy for further guidance.</p>	<p><b>AO8.1 COMMENTS</b> Refuse and recycling collection is proposed along the street as kerb side collection in accordance with the Refuse Planning Scheme Policy.</p> <p><b>AO8.2 COMMENTS</b> Refuse and recycling collection is proposed along the street and does not create an amenity impact. The development is limited to a two lot subdivision and does not introduce a storage location. This will occur within future residential development such as building works for a dwelling house.</p>
<p><b>PO9</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>e. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal;</li> <li>f. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.</li> </ul>	<p><b>AO9.1</b> Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.</p> <p><b>AO9.2</b> Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.</p>	<p><b>AO9.1 COMMENTS</b> The site maintains access to both reticulated water and sewerage; and each lot proposed can gain connection prior to the future use commencing.</p> <p><b>AO9.2 COMMENTS</b> The site maintains access to both reticulated water and sewerage. This can be conditioned at Councils discretion.</p>

<p><b>PO10</b> Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.</p>	<p><b>AO10.1</b> Development provides public utilities and street lighting which are located and aligned to:</p> <ul style="list-style-type: none"> <li>d. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map;</li> <li>e. minimise earthworks;</li> <li>f. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.</li> </ul> <p>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.</p> <p><b>AO10.2</b> Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.</p> <p><b>AO10.3</b> Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.</p>	<p>No public utilities or street lighting forms part of this development.</p>
<p><b>PO11</b> Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.</p>	<p><b>AO11</b> Development provides land with the following services to the standards of the approved supplier:</p> <ul style="list-style-type: none"> <li>c. electricity;</li> <li>d. telecommunications services;</li> <li>e. gas service where practicable.</li> </ul>	<p><b>AO11 COMMENTS</b> The site maintains access to electrical and telecommunication services. Each new lot being created can gain access to these services. This can be conditioned at Councils discretion.</p>
<p><b>PO12</b> Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.</p>	<p><b>AO12</b> Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:</p>	<p>The provision of conduits does not form part of this development.</p>

	<ul style="list-style-type: none"> <li>g. the additional expense is unlikely to be prohibitive; or</li> <li>h. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or</li> <li>i. there is a clear gap in the telecommunications network; or</li> <li>j. there is a clear gap in the bandwidth available to the area.</li> </ul> <p>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.</p>	
<p><b>PO13</b> Development provides public art identified in a neighbourhood plan or park concept plan which:</p> <ul style="list-style-type: none"> <li>c. is provided commensurate with the status and scale of the proposed development;</li> <li>d. is sited and designed: <ul style="list-style-type: none"> <li>a. as an integrated part of the project design;</li> <li>b. as conceptually relevant to the context of the location;</li> <li>c. to reflect and respond to the cultural values of the community;</li> <li>d. to promote local character in a planned and informed manner.</li> </ul> </li> </ul>	<p><b>AO13</b> Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not propose new public art.</p>
<p><b>PO14</b> Development provides signage of buildings and spaces which promote legibility to help users find their way.</p>	<p><b>AO14</b> Development provides public signage:</p> <ul style="list-style-type: none"> <li>d. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments;</li> <li>e. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.</li> </ul>	<p>The development is limited to a two-lot subdivision and does not include any public signage.</p>

	Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	
<p><b>PO15</b> Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.</p>	<p><b>AO15</b> Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not introduce any new community facilities.</p>
<p><b>PO16</b> Development provides public toilets which:</p> <ul style="list-style-type: none"> <li>• are required as part of a community facility or park;</li> <li>• are located, designed and constructed to be: <ul style="list-style-type: none"> <li>○ safe;</li> <li>○ durable;</li> <li>○ resistant to vandalism;</li> <li>○ able to service expected demand;</li> <li>○ fit for purpose.</li> </ul> </li> </ul>	<p><b>AO16</b> Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not introduce new public toilets.</p>
<p><b>PO17</b> Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> <li>d. safe movement of intended users;</li> <li>e. an attractive appearance appropriate to the general surroundings and any adjacent structures;</li> <li>f. functionality and easy maintenance;</li> <li>g. minimal whole-of-life cost;</li> <li>h. longevity;</li> <li>i. current and future services.</li> </ul> <p>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.</p>	<p><b>AO17</b> Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not provide bridges, tunnels, elevated structures or water access structures.</p>

<p><b>PO18</b> Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> <li>d. safety;</li> <li>e. an attractive appearance appropriate to the general surroundings;</li> <li>f. functionality and easy maintenance;</li> <li>g. minimal whole-of-life cost;</li> <li>h. longevity;</li> <li>i. future widening;</li> <li>j. current and future services;</li> <li>k. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.</li> </ul> <p>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</p>	<p><b>AO18</b> Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not provide culverts.</p>
<p><b>PO19</b> Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:</p> <ul style="list-style-type: none"> <li>e. safety;</li> <li>f. an attractive appearance appropriate to the surrounding area;</li> <li>g. easy maintenance;</li> <li>h. minimal whole-of-life cost;</li> <li>i. longevity;</li> <li>j. minimal water seepage.</li> </ul> <p>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.</p>	<p><b>AO19</b> Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.</p>	<p>The development does not provide batters, retaining walls, seawalls or river walls.</p>
<p><b>If for development with a gross floor area greater than 1,000m<sup>2</sup></b></p>		
<p><b>PO20</b></p>	<p><b>AO20</b></p>	

<p>Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts.</p> <p>Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome.</p> <p>Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.</p>	<p>Development ensures that during construction:</p> <ul style="list-style-type: none"> <li>c. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised;</li> <li>d. adjoining and surrounding landscaping is protected from damage;</li> <li>e. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.</li> </ul>	<p>The development is limited to a two-lot subdivision. These assessment benchmarks are not relevant, and an assessment has not been provided.</p>
<p><b>PO21</b></p> <p>Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site.</p> <p>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>	<p><b>AO21.1</b></p> <p>Development ensures that demolition and construction:</p> <ul style="list-style-type: none"> <li>d. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;</li> <li>e. do not occur over periods greater than 6 months.</li> </ul> <p><b>AO21.2</b></p> <p>Development including construction and demolition does not release dust emissions beyond the boundary of the site.</p> <p><b>AO21.3</b></p> <p>Development construction and demolition does not involve asbestos-containing materials.</p>	
<p><b>PO22</b></p> <p>Development ensures that:</p> <ul style="list-style-type: none"> <li>e. construction and demolition do not result in damage to surrounding property as a result of vibration;</li> <li>f. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E.</li> </ul> <p>Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning</p>	<p><b>AO22</b></p> <p>Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.</p>	

scheme policy can assist in demonstrating achievement of this performance outcome.		
<b>If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants</b>		
<p><b>PO23</b> Development ensures that fire hydrants are:</p> <ul style="list-style-type: none"> <li>d. installed and located to enable fire services to access water safely, effectively and efficiently;</li> <li>e. suitably identified so that fire services can locate them at all hours.</li> </ul>	<p><b>AO23.1</b> Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets.</p> <p><b>AO23.2</b> Fire hydrants are identified by:</p> <ul style="list-style-type: none"> <li>• raised reflectorised pavement markers (RRPM) on sealed roads;</li> <li>• marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants.</li> </ul>	The development is limited to a two-lot subdivision and does not involve access by common private title. These assessment benchmarks are not relevant, and an assessment has not been provided.
<p><b>PO24</b> Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.</p>	<p><b>AO24</b> Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.</p>	
<b>Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone</b>		
<p><b>PO25</b> Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the</p>	<p><b>AO25</b> No acceptable outcome is prescribed.</p>	The development is limited to a two-lot subdivision and does not provide major electricity infrastructure or bulk water supply infrastructure.

<p>appropriate design and location of plant and operational areas within the site.</p>		<p>This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone</b></p>		
<p><b>PO26</b>  Development is sited and designed to:</p> <ul style="list-style-type: none"> <li>h. avoid safety risks to people or property;</li> <li>i. minimise noise and visual impacts to people and property;</li> <li>j. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.</li> </ul>	<p><b>AO26</b>  No acceptable outcome is prescribed.</p>	<p>The development is limited to a two-lot subdivision and does not create potential impacts on major electricity infrastructure or bulk water supply. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

9.4.5

Landscape work code

Table 9.4.5.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b> Development ensures that trees are protected from development impacts.</p>	<p><b>AO1.1</b> Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.</p> <p><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:</p> <ul style="list-style-type: none"> <li>q. vegetation damaged as a result of the development;</li> <li>r. vegetation requiring pruning of branches and/or roots.</li> </ul>	<p>The development is limited to a two-lot subdivision, and no landscape concept plan applies to the site or forms part of this development. These assessment benchmarks are not relevant, and an assessment has not been provided.</p>
<p><b>PO2</b> Development provides acoustic barriers and long fences along street frontages which:</p> <ul style="list-style-type: none"> <li>l. are enhanced by appropriate planting;</li> <li>m. are of high visual quality;</li> <li>n. are designed for longevity;</li> <li>o. provide maintenance access and promote pedestrian permeability in appropriate circumstances.</li> </ul>	<p><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:</p> <ul style="list-style-type: none"> <li>k. is designed in compliance with the standards in the Infrastructure design planning scheme policy;</li> <li>l. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;</li> <li>m. 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;</li> </ul>	<p>The development does not introduce an acoustic barrier or fencing. These assessment benchmarks are not relevant, and an assessment has not been provided.</p>

	<p>n. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.</p> <p><b>AO2.2</b> Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <ul style="list-style-type: none"> <li>l. species in accordance with the Planting species planning scheme policy;</li> <li>m. a minimum of 2 tier planting.</li> </ul>	
<p><b>PO3</b> Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p><b>AO3</b> Development ensures that a landscape buffer required by a use code incorporates:</p> <ul style="list-style-type: none"> <li>l. species in accordance with the Planting species planning scheme policy;</li> <li>m. a minimum of 2 tier planting.</li> </ul>	<p>The development does not establish a new use or propose landscape buffering. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<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 Landscape design planning scheme policy. 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.</p> <p><b>AO4.2</b> Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p> <p><b>AO4.3</b> Development provides podium planting in compliance with the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not introduce landscaping. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO5</b></p>	<p><b>AO5.1</b> Development incorporates a plant selection along a pathway which ensures:</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

<p>Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.</p>	<p>n. a clear trunk height of minimum 1.8m at maturity;  o. a shrub height of maximum 1m at maturity.  Refer to the Crime prevention through environmental design planning scheme policy.</p> <p><b>AO5.2</b>  Landscaping and mounding do not interfere with visibility along a pathway.  Refer to the Crime prevention through environmental design planning scheme policy.</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.  Note—Cues could include changes in levels, surface or landscape treatment or fencing.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</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:  t. screening and buffering;  u. street presentation;  v. shading;  w. amenity.</p>	<p><b>AO7</b>  Development provides species in accordance with the Planting species planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO8</b>  Development provides planting densities and stock sizes which are optimised to:  y. reduce maintenance and erosion;  z. achieve amenity and ecological outcomes;  aa. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the</p>	<p><b>AO8.1</b>  Development provides planting densities and stock sizes when planting in natural ground which achieves:  g. full coverage of the mulched planting areas within 2 years;  h. 95% coverage of the extent of the elevation within 2 years where for green facades.</p> <p><b>AO8.2</b>  Development achieves the minimum planting coverage for any artificial growing environment as</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

<p>landscape work for the life of the development.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p>specified in the Landscape design planning scheme policy.</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 Planting species planning scheme policy.</p> <p><b>AO9.2</b> Development provides planting areas within car parking areas that are protected by wheel stops or bollards.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO10</b> Development for a shade structure does not compromise landscape outcomes.</p>	<p><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.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO11</b> Development involving the construction of retaining walls provides for:</p> <ul style="list-style-type: none"> <li>g. safety;</li> <li>h. an attractive appearance appropriate to the surrounding area;</li> <li>i. easy maintenance;</li> <li>j. longevity;</li> <li>k. minimal water seepage impacts.</li> </ul>	<p><b>AO11</b> Development of a retaining wall:</p> <ul style="list-style-type: none"> <li>f. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland;</li> <li>g. incorporates planting areas.</li> </ul>	<p>The development does not introduce any new retaining walls. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO12</b> Development provides for:</p> <ul style="list-style-type: none"> <li>k. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use;</li> </ul>	<p><b>AO12.1</b> Development provides drainage for artificial growing environments which is connected to the stormwater drain.</p> <p><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</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

<p>l. drainage and stormwater management measures to reduce any adverse impacts on the landscape;</p> <p>m. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;</p> <p>n. reticulated irrigation to all artificial growing environments.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p>irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy.</p> <p><b>AO12.3</b> Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</p> <p><b>AO12.4</b> Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>	
<p><b>PO13</b> Development provides landscaping and supporting growing environments which:</p> <p>e. are safe;</p> <p>f. ensure efficient and effective maintenance;</p> <p>g. ensures success and long-term performance.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p><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> <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> <p><b>AO13.3</b> Development provides one hose cock within each private landscape and recreation area.</p> <p><b>AO13.4</b> Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p> <p><b>AO13.5</b> Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

	<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> <p><b>AO13.7</b> Development ensures that artificial growing environments are designed to allow for flush out.</p> <p><b>AO13.8</b> Irrigation systems are designed to prevent overspray outside of planting areas.</p>	
<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 location and access requirements of overhead and underground services.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<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. Note—Guidance is provided in the Landscape design planning scheme policy.</p>	<p><b>AO15.1</b> Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.</p> <p><b>AO15.2</b> Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO16</b> Development incorporating a rooftop garden provides landscaping that:</p> <ul style="list-style-type: none"> <li>f. is integrated into the rooftop garden design;</li> <li>g. ensures that landscaped open spaces dominate the built form elements;</li> <li>h. contributes to shade of communal open space;</li> </ul>	<p><b>AO16.1</b> Development incorporating a rooftop garden provides landscaping that includes:</p> <ul 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</li> </ul>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment has not been provided.</p>

<p>i. enhances the visual amenity and function of different rooftop garden spaces;</p> <p>j. contributes to greening the building appearance when viewed from external public vantage points.</p> <p>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</p>	<p>different heights in accordance with the Planting species planning scheme policy;</p> <ul style="list-style-type: none"> <li>• suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.</li> </ul> <p><b>AO16.2</b> Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are:</p> <ul style="list-style-type: none"> <li>j. a minimum 75% open to the sky;</li> <li>k. provided in addition to any artificial soft landscape features.</li> </ul>	
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9.4.9

Stormwater code

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>Section A—If for a material change of use, reconfiguring a lot, operational work or building work</b>            Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.</p>		
<p><b>PO1</b>            Development provides a stormwater management system which achieves the integrated management of stormwater to:</p> <ul style="list-style-type: none"> <li>a. minimise flooding;</li> <li>b. protect environmental values of receiving waters;</li> <li>c. maximise the use of water sensitive urban design;</li> <li>d. minimise safety risk to all persons;</li> <li>e. maximise the use of natural waterway corridors and natural channel design principles.</li> </ul> <p>Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.</p>	<p><b>AO1</b>            Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.</p>	<p><b>AO1 COMMENTS</b>            The development provides stormwater kerb adaptors along the streetscape, being the lawful point of discharge in accordance with the infrastructure design planning scheme policy. Refer to Section 2 of the planning report.</p>
<p><b>PO2</b>            Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.</p>	<p><b>AO2.1</b>            Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.</p> <p><b>AO2.2</b>            Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO2.1 COMMENTS</b>            The site is not mapped within any flood hazard areas. The development achieves stormwater discharge to the street, being the lawful point of discharge. Refer to Section 2 of the planning report.</p> <p><b>AO2.2 COMMENTS</b>            Stormwater discharge to a legal point of discharge is achieved via stormwater kerb adaptors along the streetscape.</p>

<p><b>PO3</b> Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.</p>	<p><b>AO3.1</b> Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.</p> <p><b>AO3.2</b> Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO3.1 COMMENTS</b> Stormwater kerb adaptors are proposed along the streetscape.</p> <p><b>AO3.2 COMMENTS</b> Stormwater kerb adaptors are proposed in accordance with the Infrastructure Design planning scheme policy.</p> <p><b>AO3.3 COMMENTS</b> Stormwater discharge is proposed along the streetscape in accordance with the standards in the Infrastructure Design planning scheme policy.</p> <p><b>AO3.4 COMMENTS</b> No stormwater infrastructure is proposed on private land. No drainage easement is required.</p>
<p><b>PO4</b> Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.</p>	<p><b>AO4.1</b> Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p><b>AO4.2</b> Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.</p>	<p><b>AO4.1 COMMENTS</b> The development is limited to a two-lot subdivision and does not require a stormwater conveyance system. Whilst no earthworks form part of this development, future building construction works (building works) can achieve adequate earthworks, as incidental building works, to support a slab design or suspended floor. Future building construction can achieve stormwater discharge via kerb adaptors and limits the extent of stormwater conveyance.</p> <p><b>AO4.2 COMMENTS</b> The development does not increase or worsen run-off. Future building construction works can achieve stormwater discharge to the legal point along the streetscape being incidental building works and minor earthworks (not assessable).</p>

<p><b>PO5</b> Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.</p>	<p><b>AO5</b> Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.</p>	<p>The development does not include stormwater channels, creek medication or the like. This assessment benchmark is not relevant, and assessment has not been provided.</p>
<p><b>PO6</b> Development ensures that location and design of stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> <li>s. minimises risk to people and property;</li> <li>t. provides for safe access and maintenance;</li> <li>u. minimises ecological impacts to creeks and waterways.</li> </ul>	<p><b>AO6.1</b> Development locates stormwater detention and water quality treatment:</p> <ul style="list-style-type: none"> <li>p. outside of a waterway corridor;</li> <li>q. offline to any catchment not contained within the development.</li> </ul> <p><b>AO6.2</b> Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>No stormwater detention or water quality treatment forms part of this development. This assessment benchmark is not relevant, and an assessment has not been provided.</p>
<p><b>PO7</b> Development is designed, including any car parking areas and channel works to:</p> <ul style="list-style-type: none"> <li>o. reduce property damage;</li> <li>p. provide safe access to the site during the defined flood event.</li> </ul>	<p><b>AO7.1</b> Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).</p> <p><b>AO7.2</b> Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.</p>	<p>The site does not contain flood hazard area mapping. These assessment benchmarks are not relevant and an assessment is not provided.</p>
<p><b>PO8</b></p>	<p><b>AO8.1</b></p>	<p>The site does not contain a natural waterway corridor or drainage path, drainage channel or</p>

<p>Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.</p>	<p>Development ensures natural waterway corridors and drainage paths are retained.</p> <p><b>AO8.2</b> Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.</p>	<p>flood way. These assessment benchmarks are not relevant, and an assessment is not provided.</p>
	<p><b>AO8.3</b> Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.</p>	
	<p><b>AO8.4</b> Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.</p>	
<p><b>PO9</b> Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.</p>	<p><b>AO9</b> No acceptable outcome is prescribed.</p>	<p>The development is limited to a two-lot subdivision and does not introduce impervious materials or area. This assessment benchmark is not relevant, and an assessment is not provided.</p>
<p><b>PO10</b> Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.</p>	<p><b>AO10</b> No acceptable outcome is prescribed.</p>	<p><b>PO10 COMMENTS</b> Stormwater discharge is proposed via kerb adaptors onto the streetscape being the legal point of discharge.</p>
<p><b>PO11</b></p>	<p><b>AO11.1</b></p>	<p>The development does not have up-slope external catchment areas. These assessment</p>

<p>Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:</p> <ul style="list-style-type: none"> <li>n. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades;</li> <li>o. safe management of stormwater discharge from existing and future up-slope development;</li> <li>p. implication for adjacent and down-slope development.</li> </ul>	<p>Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.</p> <p><b>AO11.2</b> Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.</p>	<p>benchmarks are not relevant, and an assessment is not provided.</p>
<p><b>PO12</b> Development provides stormwater infrastructure which:</p> <ul style="list-style-type: none"> <li>n. remains fit for purpose for the life of the development and maintains full functionality in the design flood event;</li> <li>o. can be safely accessed and maintained cost effectively;</li> <li>p. ensures no structural damage to existing stormwater infrastructure.</li> </ul>	<p><b>AO12.1</b> The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.</p> <p><b>AO12.2</b> Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.</p>	<p><b>AO12.1 COMMENTS</b> The development includes stormwater kerb adaptors and a legal point of discharge onto the streetscape.</p> <p><b>AO12.2 COMMENTS</b> No existing manhole covers are positioned over the site.</p>
<p><b>PO13</b> Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:</p> <ul style="list-style-type: none"> <li>p. the environmental values and water quality objectives of waters;</li> <li>q. waterway hydrology;</li> <li>r. the maintenance and serviceability of stormwater infrastructure.</li> </ul>	<p><b>AO13</b> No acceptable outcome is prescribed.</p>	<p><b>PO13 COMMENTS</b> The installation of erosion barriers during construction can be conditioned at Councils discretion.</p>

<p>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.</p>		
<p><b>PO14</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>x. unnecessary disturbance to soil, waterways or drainage channels is avoided;</li> <li>y. all soil surfaces remain effectively stabilised against erosion in the short and long term.</li> </ul>	<p><b>AO14</b> No acceptable outcome is prescribed.</p>	<p><b>PO14 COMMENTS</b> The development is limited to a two-lot subdivision and does not propose unnecessary soil disturbance. The site does not contain any waterways or drainage channels. Soil disturbance is limited and the subdivision can achieve stable soil surfaces.</p>
<p><b>PO15</b> Development does not increase:</p> <ul style="list-style-type: none"> <li>bb. the concentration of total suspended solids or other contaminants in stormwater flows during site construction;</li> <li>cc. run-off which causes erosion either on site or off site.</li> </ul>	<p><b>AO15</b> No acceptable outcome is prescribed.</p>	<p><b>PO15 COMMENTS</b> The development is limited to a two-lot subdivision and introduces best practice erosion protection measures. The development does not create a worsening effect.</p>
<p><b>Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:</b></p> <ul style="list-style-type: none"> <li>i. a material change of use for an urban purpose which involves greater than 2,500m<sup>2</sup> of land that: <ul style="list-style-type: none"> <li>i. will result in an impervious area greater than 25% of the net developable area; or</li> <li>ii. will result in 6 or more dwellings.</li> </ul> </li> <li>j. reconfiguring a lot for an urban purpose that involves greater than 2,500m<sup>2</sup> of land and will result in 6 or more lots;</li> <li>k. operational work for an urban purpose which involves disturbing greater than 2,500m<sup>2</sup> of land.</li> </ul>		
<p><b>PO16</b> Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i>.</p>	<p><b>AO16</b> Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.</p>	<p>The development is not categorized as high-risk development. These assessment benchmarks are not relevant, and an assessment is not provided.</p>

<p>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.</p>		
<p><b>PO17</b> Development ensures that:</p> <ul style="list-style-type: none"> <li>l. the discharge of wastewater to a waterway or external to the site is avoided; or</li> <li>m. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment.</li> </ul> <p>Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.</p>	<p><b>AO17</b> No acceptable outcome is prescribed.</p>	
<p><b>Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot</b></p>		
<p><b>PO18</b> Development protects stormwater infrastructure to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>h. the long term infrastructure for the stormwater network in the Long term infrastructure plans;</li> <li>i. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan;</li> <li>j. the provision of long term, existing and planned infrastructure for the stormwater network which: <ul style="list-style-type: none"> <li>a. is required to service the development or an existing and future urban development in the planning scheme area; or</li> <li>b. is in the interests of rational development or the efficient and</li> </ul> </li> </ul>	<p><b>AO18</b> Development protects stormwater infrastructure in compliance with the following:</p> <ul style="list-style-type: none"> <li>o. for long term infrastructure for the stormwater network, the Long term infrastructure plans;</li> <li>p. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan;</li> <li>q. the standards for stormwater drainage in the Infrastructure design planning scheme policy.</li> </ul>	<p>The site does not contain existing stormwater infrastructure. This assessment benchmark is not relevant, and an assessment is not provided.</p>

<p style="text-align: center;">orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p><b>PO19</b> Development provides for the payment of extra trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>h. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</li> <li>i. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: <ul style="list-style-type: none"> <li>a. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</li> <li>b. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development;</li> <li>c. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> </li> </ul> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p><b>AO19</b> No acceptable outcome is prescribed.</p>	<p><b>PO19 COMMENTS</b> The development is included in the priority infrastructure area. The development does not require truncation infrastructure to be provided earlier than planned, long term infrastructure for the stormwater network, or other infrastructure for the stormwater network associated with the development that is not assumed future urban development.</p>

9.4.11

Transport, access, parking and servicing code

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b> Development is designed:</p> <ul style="list-style-type: none"> <li>v. to include a technically competent and accurate response to the transport and traffic elements of the development;</li> <li>w. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</li> <li>x. to ensure the efficient operation and safety of the development and its surrounds.</li> </ul> <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> <li>r. is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</li> <li>s. is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</li> <li>t. 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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO1 COMMENTS</b> The development is limited to a two lot subdivision and does not introduce new access crossovers. Existing access crossovers are retained and can achieve compliance with the standards in the transport, access, parking and servicing planning scheme policy.</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</p>	<p><b>AO2</b> No acceptable outcome is prescribed.</p>	<p><b>PO2 COMMENTS</b> The development is limited to a two-lot subdivision and is not categorized as a major size. This assessment benchmark is not relevant, and an assessment is not provided.</p>

<p>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>PO3</b> 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><b>AO3.1</b> Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p><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><b>AO3.1 COMMENTS</b> The existing access arrangements include two driveway crossovers which are appropriately positioned within the frontages of each proposed lot. The development does not propose site access and retains the established site access.</p> <p><b>AO3.2 COMMENTS</b> Access does not benefit adjoining landowner or Council. No easement is required.</p>
<p><b>PO4</b> Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> <li>q. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</li> <li>r. encourage walking and cycling;</li> <li>s. ensure pedestrian and cyclist safety;</li> <li>t. provide a direct and legible network.</li> </ul> <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p><b>AO4.1</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> <li>q. create a walking or cycle route along the full frontage of the site;</li> <li>r. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ul> <p><b>AO4.2</b> Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p><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><b>AO4.1 COMMENTS</b> An existing footpath is positioned along the site frontage. No cycle routes are evident within the carriage way adjoining the site. The development does not provide walking or cycle routes.</p> <p><b>AO4.2 COMMENTS</b> No walking or cycle routes are proposed.</p> <p><b>AO4.3 COMMENTS</b> No walking or cycle routes are proposed.</p>

<p><b>PO5</b> Development provides secure and convenient bicycle parking which:</p> <ul style="list-style-type: none"> <li>q. for visitors is obvious and located close to the building's main entrance;</li> <li>r. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;</li> <li>s. is easily and safely accessible from outside the site;</li> <li>t. does not impact adversely on visual amenity;</li> <li>u. does not impede the movement of pedestrians or other vehicles;</li> <li>v. is designed to comply with a recognised standard for the construction of bicycle facilities.</li> </ul> <p>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO5.1</b> Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p><b>AO5.2</b> Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p><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> <p><b>AO5.4</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p> <p><b>AO5.5</b> Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision and does not provide on-site bicycle parking spaces. These assessment benchmarks are not relevant, and an assessment is not provided.</p>
<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.</p> <p>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO6</b> Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</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 Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</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>	<p>This development is limited to a two-lot subdivision. This assessment benchmark is not relevant and an assessment is not provided.</p>
<p><b>PO9</b> Development provides access driveways in the road area that are located, designed and controlled to:</p> <ul style="list-style-type: none"> <li>s. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</li> <li>t. ensure the amenity of adjacent premises, from impacts such as noise and light.</li> </ul>	<p><b>AO9.1</b> No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).</p> <p><b>AO9.2</b> Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p>	<p><b>AO9.1 COMMENTS</b> The site is not categorized as a major development.</p> <p><b>AO9.2 COMMENTS</b> Each individual lot will maintain a single point of access onto the streetscape.</p> <p><b>AO9.3 COMMENTS</b> The development does not propose new access driveways and seeks to retain the existing access arrangements.</p> <p><b>AO9.4 COMMENTS</b> The development does not propose access driveways and seeks to retain the existing access arrangements.</p>
	<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 Transport, access, parking and servicing planning scheme policy.</p>	
	<p><b>AO9.4</b> Development provides access driveways in the road area which:</p>	

	<p>z. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>aa. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</p>	
<p><b>PO10</b> Redevelopment provides for:</p> <p>dd. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>ee. the reinstatement of adjacent footpaths.</p>	<p><b>AO10</b> No acceptable outcome is prescribed.</p>	<p><b>PO10 COMMENTS</b> The development does not propose new driveway crossovers and seeks to retain the existing access arrangements. The existing access arrangements can achieve compliance with the transport, access, parking and servicing planning scheme policy.</p>
<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 Transport, access, parking and servicing planning scheme policy.</p> <p><b>AO11.2</b> Development ensures that convex mirrors are only used in a site:</p> <p>l. as a secondary support at access driveways;</p> <p>m. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development does not create new access driveways and retains the existing access arrangements. These assessment benchmarks are not relevant, and an assessment is not provided.</p>

<p><b>PO12</b> Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p><b>AO12</b> Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is not within the city core or city frame. This assessment benchmark is not relevant, and an assessment is not provided.</p>
<p><b>PO13</b> Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p><b>AO13</b> Development outside of the City core and City frame as identified in Figure a:</p> <ul style="list-style-type: none"> <li>n. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</li> <li>o. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</li> </ul> <p>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is not within the city core or city frame. This assessment benchmark is not relevant, and an assessment is not provided.</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>k. meet the combined design peak parking demand for residential, visitor and business parking;</li> </ul>	<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><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>The development is limited to a two-lot subdivision. These assessment benchmarks are not relevant, and an assessment is not provided.</p>

<p>i. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</p>		
<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>r. is clearly defined, safe and easily accessible;</li> <li>s. is designed to contain potential adverse impacts within the site;</li> <li>t. does not detract from the aesthetics or amenity of an area;</li> <li>u. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</li> <li>v. 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 Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</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>j. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</li> <li>k. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> </ul>	<p><b>AO16 COMMENTS</b> The development is limited to two lot subdivisions, creating new lots of a standardised rectangular shape.</p>

	<ul style="list-style-type: none"> <li>l. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>m. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>n. including way-finding cues;</li> <li>o. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</li> </ul> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p>	
<p><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>k. denying access to potential canvases through access control techniques;</li> <li>l. reducing potential canvases through canvas reduction techniques;</li> <li>m. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</li> </ul> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</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 Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</p>

<p><b>PO19</b> Development layout provides for services which:</p> <ul style="list-style-type: none"> <li>• are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected;</li> <li>• are clearly defined, safe and easily accessible;</li> <li>• are designed to contain potential adverse impacts of servicing within the site;</li> <li>• do not detract from the aesthetics or amenity 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>l. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;</li> <li>m. is located away from street frontages and screened from adjoining premises.</li> </ul> <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 Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. These assessment benchmarks are not relevant, and an assessment is not provided.</p>
<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>l. amenity and safety in residential areas;</li> <li>m. 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 major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. This assessment benchmark is not relevant, and an assessment is not provided.</p>
<p><b>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</b></p>		

<p><b>PO21</b> Development which is freight-dependent ensures that the traffic generated by the development does not impact on:</p> <ul style="list-style-type: none"> <li>k. the operation of the transport network;</li> <li>l. the safety and amenity of a residential area;</li> <li>m. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.</li> </ul>	<p><b>AO21.1</b> Development which is freight-dependent development is located on a site which:</p> <ul style="list-style-type: none"> <li>f. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or</li> <li>g. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</li> </ul> <p><b>AO21.2</b> Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.</p>	<p>The development is limited to a two-lot subdivision. These assessment benchmarks are not relevant, and an assessment is not provided.</p>
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