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APPLICATION REF
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9.4.10 Subdivision code

9.4.10.1 Application

1. This code applies to assessing reconfiguring a lot if:
    a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9), reconfiguring a lot (section 5.6) or an overlay (section 5.10); or
    b. impact assessable development, to the extent relevant.

Note—This code applies to all aspects of reconfiguring a lot, ranging from a single site where no road is created to a new residential community, as well as other types of reconfiguring a lot.

Editor's note—Reconfiguring a lot involving only the subdivision of 1 lot into 2 lots is subject to the regulated categories of development and assessment in section 5.4, if in a zone in the Residential zones category or in a zone in the Industry zones category. In this instance, the Reconfiguring a lot (subdividing one lot into two lots) and associated operational works code, being a requirement under the Regulation will also apply.

2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where buildings are approved, they and the land they are on can be separately titled either in freehold or other title forms. The provisions in this code relating to reconfiguring a lot of existing or approved buildings do not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category. A dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the Residential zones category is always to remain as a sole lot by any title or tenure. A reconfiguring a lot proposal that does separate these components of a dwelling house and includes them on individual title is inappropriate and incompatible development and is highly unlikely to be supported. This ensures that the expectation of residents for a high standard of residential amenity is protected.

Note—If reconfiguring a lot is proposed in conjunction with a development application for a use or uses that require assessment, the development application for the reconfiguring a lot will not be approved until the development application for the intended change of use has been determined.

Note—This code may be applied in conjunction with or subsequent to a material change of use and the sealing of a plan of subdivision may be subject to matters relating to the material change of use.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- biodiversity areas, guidance and requirements are provided in the Biodiversity areas planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- structure plan preparation, guidance is provided in the Structure planning planning scheme policy;
- transport, access, parking or servicing, standards and guidelines are provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy;
- climate-responsive subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

9.4.10.2 Purpose

1. The purpose of the Subdivision code is to regulate development for reconfiguring a lot.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:
        i. landscape and built form character, environmental and other values of the site or locality;

ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;
iii. amenity of intended uses and existing surrounding residential uses;
iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.

b. Development for reconfiguring a lot results in lots and an arrangement of lots that:
   i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;
   ii. accommodate lawful uses;
   iii. where for a residential use, can facilitate a dwelling that supports the expected level of amenity for occupants and consistent with the amenity expectations for the zone;
   iv. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;
   v. are arranged and configured to complement the pattern of development in the locality;
   vi. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.
c. Development for reconfiguring a lot under the *Land Title Act 1994* and the *Body Corporate and Community Management Act 1997* occurs in a manner that achieves good urban design outcomes.
d. Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.
e. Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.
f. Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.
g. Development for reconfiguring a lot provides infrastructure and services that:
   i. comply with the relevant standards in the planning scheme;
   ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;
   iii. maximise the quality and utility of the public realm.

Note—Where creating small lots less than 180m^2, development for reconfiguring a lot must provide a development footprint plan to demonstrate compliance with relevant outcomes in the Dwelling house (small lot) code, which will form a part of the development approval.

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

	Comments

Performance outcomes	Acceptable outcomes	
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	**AO1.1** Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 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.	Compliant The proposed lots comply with minimum lot size and frontage width.
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. 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.	
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: • physical inspection is undertaken at the framing stage of construction; • written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; • other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and	**AO2.1** Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or	Compliant The proposal does not involve any earthworks.

earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements. e. where involving a lot with an area less than 180m^2: i. do not adversely affect visual character, amenity, privacy, stormwater run-off and drainage of lots within and adjoining the site; ii. provide finished ground levels that facilitate development of the lots for the intended purpose without the need to provide additional retaining walls. Note—An earthworks plan is required to be submitted to demonstrate compliance with this performance outcome. Note—Where a development footprint plan is required for development involving lots with an area less than 180m^2, the relevant outcomes shown on the development footprint plan must consider the slope of the site and any earthworks that are required as part of the subdivision.	ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	Compliant
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of: a. less than 1 in 6 on a lot less than 180m^2; or b. less than 1 in 5 on a lot 180m^2 or greater; prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	Compliant Minimum rectangle dimensions have been achieved.
	AO2.4 Development does not involve the creation of canals or artificial waterways.	Compliant
		Compliant

PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	**AO3.1** Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Lawful point of discharge is to the kerb and channel.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Compliant
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where	Complaint Boundary road is a major road. However, all three lots are accessed from Boundary Road (a major road) via a single 6.0m wide shared crossover and the access handle, secured by Easements A, B and C. This minimises access points to the major road and allows forward entry and exit.

	an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	Compliant Proposed lot frontages are greater than 6.0m.
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	Compliant The proposal does not involve earthwork.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the *Planning Act 2016*.	**AO4.1** Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy;	Compliant

	e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site.	Compliant Stormwater will be discharged to the kerb and channel via kerb adapators. N/A
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	**AO5** Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land;	Compliant

	• transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
PO6 Development ensures that any rearrangement of a lot boundary: a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO6** No acceptable outcome is prescribed.	N/A
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones,	**AO7** No acceptable outcome is prescribed.	N/A

zone precincts, neighbourhood plans and overlays applicable to the site.		
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	**AO8.1** Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	N/A
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		
PO9 Development ensures that the transport network and all its component elements is designed to: a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks.	**AO9** Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan,	N/A

Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. Note—This outcome can be demonstrated through an application that: • is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future	**AO10.1** Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay,	N/A

networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. 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.	neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. **AO10.2** Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including:	**AO11** Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	N/A

a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.		
PO12 Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate	**AO12.1** Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. **AO12.2** Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park. **AO12.3** Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	N/A

sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.		
PO13 Development provides connected road, pedestrian and bicycle networks.	**AO13** Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no	N/A

	practical option exists, then this must be demonstrated in the development application.	
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	**AO14** Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	N/A
PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management.	**AO15** Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	N/A
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	**AO16** Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	N/A
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in	**AO17** Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an	N/A

emergencies.	alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m^2 in the Low density residential zone or Low-medium density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m^2 where not associated with a material change of use or in accordance with an approved building, if in a zone other than the Low-medium density residential zone. 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.		
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of	**AO18.1** Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy. Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land	N/A

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

c. adjoining existing uses and the transport and public park networks.	**AO19.2** Development integrates heritage or character buildings with community facilities or shared facilities.	
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: a. a high proportion of dwellings close to public transport stops; b. higher density residential development close to transport stops; c. non-residential or high trip-generating uses immediately proximate to transport stops.	**AO20** 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.	N/A
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	**AO21.1** Development provides lots that are generally designed and positioned to locate: a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.	N/A
	AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone,	**AO22.1** Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or	N/A

zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.	
	AO22.2 Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and	

	high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	**AO23** Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	N/A
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	**AO24.1** Development where providing lots for multiple dwellings: a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. 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.	N/A
	AO24.2	

	Development ensures that a lot that is less than 350m^2 or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length.	
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	
PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.	**AO25.1** Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	N/A
	AO25.2 Development with lots less than 600m^2 provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	**AO26** Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	N/A
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot, excluding lots less than 180m^2:		

a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	**AO27.1** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. **AO27.2** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	Compliant The proposed lots comply with the minimum lot size, minimum rectangle and minimum frontage width. As the lots have frontages of less than 10m, Section C2 of the Subdivision code also applies. The proposal is considered to achieve PO1 and PO27 for the following reasons: • Consistent with the zone intent: the LMR2 zone precinct anticipates a mix of dwelling types at 3 to 4 storeys, including small lot housing. Three small lots on a 736m² site deliver housing diversity and density consistent with this intent, and are a lower intensity outcome than a multiple dwelling could achieve on the site. • Generous lot areas and depths: each lot is well above the 120m² minimum. This provides ample room for a dwelling house with compliant front and rear setbacks, a 16m² principal private open space area with a minimum dimension of 4m (AO27.2), and on-site parking.. On this basis, the proposed lots have a useable shape and an appropriate size, frontage and configuration for a dwelling house and associated site access, without adversely affecting the intended character of the locality, the public realm and street trees, or on-street parking. The proposal achieves PO27 of the Subdivision code. On this basis, each proposed lot can be adequately serviced in accordance with Council's standards.

	AO27.3 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. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	N/A
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	Compliant A development footprint plan can be provided, or conditioned, nominating side and rear setbacks in accordance with the Dwelling house (small lot) code, a 3m front setback (or the least adjoining setback), a principal private open space area for each lot, and the driveway locations shown on the Proposed Site Plan. However, Generous lot areas and depths: each lot is well above the 120m² minimum, with depths of over 19 m. This provides ample room for a dwelling house with compliant front and rear setbacks, a 16m² principal private open space area with a minimum dimension of 4m, and on-site parking.
Section C3—Additional performance outcomes and acceptable outcomes for a lot less than 180m^2		
PO28 Development ensures that a lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access in accordance with section B of the Dwelling house (small lot) code, without adversely impacting the: a. intended character of the local area and street context; b. future development potential and residential amenity of the reconfigured lot and adjoining lots;	**AO28.1** Development provides a development footprint plan that demonstrates compliance with the acceptable outcomes identified in section B of the Dwelling house (small lot) code. Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval. Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or	Compliant A development footprint plan can be provided, or conditioned, nominating side and rear setbacks in accordance with the Dwelling house (small lot) code, a 3m front setback (or the least adjoining setback), a principal private open space area for each lot, and the driveway locations shown on the Proposed Site Plan. However, Generous lot areas and depths: each lot is well above the 120m² minimum, with depths of over 19 m. This provides ample room for a dwelling house with compliant front and rear setbacks, a 16m² principal

c. quality of the public realm and the provision of street trees; d. ability to effectively manage stormwater to ensure that stormwater run-off does not have an adverse impact on the safety of, or cause nuisance to properties; e. access to and maintenance of infrastructure, servicing and utilities; f. transport network including the availability of on-street car parking. Note—This performance outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval. Note—In Brisbane's subtropical climate, small lot sizes, built to boundary walls and shared walls require careful consideration of stormwater management. The Stormwater code and Infrastructure design planning scheme policy provide requirements for stormwater management. Development should ensure proper management of run-off from the site, neighbouring properties and any external catchments during minor and major storm events. Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset.	water asset.	private open space area with a minimum dimension of 4m, and on-site parking.
	AO28.2 Development provides no more than 6 lots less than 180m^2 in a row.	N/A
	AO28.3 Development provides a driveway and crossover to each lot in accordance with: a. AO31.2, AO31.3, AO31.4 and AO31.5 in the Dwelling house (small lot) code; b. the Transport, access, parking and servicing planning scheme policy. Note—The relevant outcomes shown on the development footprint plan must consider the location of driveways and crossovers required as part of the subdivision.	N/A
	AO28.4 Development ensures stormwater run-off from the site and upslope catchments: a. can be directed along at least one side boundary for a group of up to 6 lots, at the lowest point of the site, with a minimum width of 1m at existing ground levels; b. is managed in accordance with the Stormwater code. Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval.	N/A
PO29 Development does not interfere with the safety and function of higher order roads. Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval. Note—Relevant standards and requirements to justify compliance with this criteria are located in the Transport, access, parking and servicing	**AO29** Development provides vehicle access from a minor road. Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval.	N/A

planning scheme policy and the Infrastructure design planning scheme policy. 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.		
Section C4—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
PO30 Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	**AO30.1** Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street. **AO30.2** Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	N/A
PO31 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.	**AO31** Development provides lots that are arranged to: a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	N/A
PO32 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses; b. are not subdivided or otherwise fragmented into unviable lot sizes.	**AO32** Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	N/A

Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
PO33 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses.	**AO33** No acceptable outcome is prescribed.	N/A
Section C6—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		
PO34 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 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 *Land Title Act 1994* and the *Land Act 1994*.	**AO34** Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land. 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	N/A

	subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	
PO35 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	**AO35** Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	N/A
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
PO36 Development does not result in: a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised. Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes. 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	**AO36.1** Development ensures: a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. **AO36.2** Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	N/A

existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.		
If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997* Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
PO37 Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking; c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.	**AO37** No acceptable outcome is prescribed	N/A
PO38 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.	**AO38.1** Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: a. internal access ways that are designed in compliance with Table 9.4.10.3.C; b. internal driveways serving a single dwelling that are a maximum of 3m wide; c. driveways serving more than 3 lots that are at	N/A

	least 4m wide.	N/A
	AO38.2 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.	

Table 9.4.10.3.B—Minimum lot dimensions and size of a lot

Note—This table provides minimum lot size and dimensions information and does not amend the categories of development and assessment. Consult the tables of assessment in Part 5 for applicable categories of development and assessment.

Table 9.4.10.3.B Part 1—Standard lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width (m)
If in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone where a part of the lot frontage of the subject site is within a key location			
Development of a residential lot	600	18 x 20	15
If in the Low density residential zone, Character residential zone, any other location in the Low-medium density residential zone or Emerging community zone			
Development of a residential lot	450	14 x 20	15

Table 9.4.10.3.B Part 2—Small lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width & minimum frontage (m)
If in the Low density residential zone			
Development for a residential lot	400	9 x 15	10

Where average lot size is 400m^2 for the development (calculated excluding rear lots) and all lots comply with minimum rectangle dimension and average lot width requirements	350	6 x 15	10
Where any part of the lot frontage is within 300m walking distance of any part of the lot frontage of a site or sites in a zone in the Centre zones category with a combined site area of more than 2,000m^2	300	6 x 15	7.5
If in the Character zone precinct of the Character residential zone			
Development of a residential lot	Not applicable		
If in the Infill housing zone precinct of the Character residential zone			
Development of a residential lot	300	6 x 15	7.0
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	300	6 x 15	7.5
If in the 2 storey mix zone precinct of the Low-medium density residential zone			
Development of a residential lot	260	6 x 15	7.0
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	260	6 x 15	7.5
If in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone where the entirety of all lot frontages of the subject site is outside of a key location			
Development of a residential lot where not on a narrow street Note—A narrow street has a road width of less than 6m. Refer to Figure b for further guidance.	120	6 x 10; or 8 x 7	6.5; with an average frontage width of all proposed lots of 7.5m or greater
Development of a residential lot where not on a narrow street and vehicle access is from a shared driveway and crossover Note—A narrow street has a road width of less than 6m. Refer to Figure b for further guidance.	120	6 x 10; or 8 x 7	6; with an average frontage width of all proposed lots of 7.5m or greater

Development of a residential lot where on a narrow street Note—A narrow street has a road width of less than 6m. Refer to Figure b for further guidance.	120	6 x 10; or 8 x 7	8
Development of a residential lot where on a narrow street and vehicle access is from a shared driveway and crossover Note—A narrow street has a road width of less than 6m. Refer to Figure b for further guidance.	120	6 x 10; or 8 x 7	7.5
If in the Emerging community zone			
Development of a residential lot	350 (2)	9 x 15	10
Where a proposed dwelling house lot and an adjoining lot on a side boundary is 400m^2 or greater	350 (2)	6 x 15	7.5
Where a proposed dwelling house lot and all adjoining lots are smaller than 400m^2	350 (2)	6 x 15	6.0

Table 9.4.10.3.B Part 3—Rear lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width (m)
If in the Low density residential zone or Character zone precinct of the Character residential zone			
Development of a residential lot	600 (3)	14 x 20	15
If in the Infill housing precinct of the Character residential zone			
Development of a residential lot	450 (3)	9 x 15	10
If in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone where a part of the lot frontage of the subject site is within a key location			
Development of a residential lot	600 (3)	18 x 20	15
If in any other location in the Low-medium density residential zone or in the Emerging community zone			
Development of a residential lot	350 (3)	6 x 15	10

Notes applying to Table 9.4.10.3.B Parts 1, 2 and 3—

(1) Minimum lot size is calculated including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot.

(2) Minimum lot size is an average lot size for the development (calculated excluding all lots greater than 900m^2 and including only those lots intended for a dwelling house) provided all lots comply with minimum rectangle dimension requirements.

(3) The minimum lot size is calculated excluding the access way to a rear lot or the area of any easement that also serves as an access way.

Table 9.4.10.3.B Part 4—All other zones

Zone or South East Queensland Regional Plan area	Minimum lot size (m^2) - standard lot and (rear lot) (1)	Minimum rectangle dimension (m)	Average lot width (m)	Minimum access way width (m) for rear lot
If in the Rural residential zone				
Development of a lot	10,000 (10,000)	14 x 20	40	7.5
If in the Medium density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the High density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in a zone in the Centre zones category				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Mixed use zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Extractive industry zone or General industry C zone precinct of the Industry zone				
Development of a lot	100,000 (100,000)	80 x 100	200	15
If in the General industry B zone precinct of the Industry zone				

Development of a lot	2,000 (2,000)	20 x 40	25 (40)[3]	7.5
If in the General industry A zone precinct of the Industry zone				
Development of a lot	1,000 (1,000)	18 x 30	25 (25)[3]	7.5
If in the Low impact industry zone				
Development of a lot	1,000 (1,000)	18 x 30	25 (25)[3]	7.5
If in the Industry investigation zone				
Development of a lot	100,000 (40,000)	80 x 100	100	15
If in the Special industry zone				
Development of a lot	100,000 (100,000)	80 x 100	100	15
If in the South East Queensland Regional Plan Urban Footprint where not in the above zones				
Development of a lot	100,000 (100,000)	50 x 80	Not specified	10
If in the South East Queensland Regional Plan Regional Landscape and Rural Production Area[4]				
Development of a lot	1,000,000 (1,000,000)	50 x 80	Not specified	10

Notes applying to Table 9.4.10.3.B Part 4—

[1] The minimum lot size is calculated:

- including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot;
- excluding the access way to a rear lot or the area of any easement that also serves as an access way.

[2] The minimum rectangle dimension excludes any area required for fire management or a bushfire management footprint plan.

[3] The distance in brackets is the minimum frontage to a major road shown in the Road hierarchy overlay.

[4] Subdivision of land within the South East Queensland Regional Landscape and Rural Production Area must comply with Schedule 10 of the *Planning Regulation 2017*. A minimum lot size of 100ha applies unless the subdivision meets an exemption as described in the *Planning Regulation 2017*.

Table 9.4.10.3.C—Design of access ways in community title development

Minimum carriageway width	6.5m
Minimum total access way reserve	10m
Minimum verge width	1.5m
Footpath	1.5m
Cul-de-sac design for service vehicle	3 point turn
Kerb and channel	Required

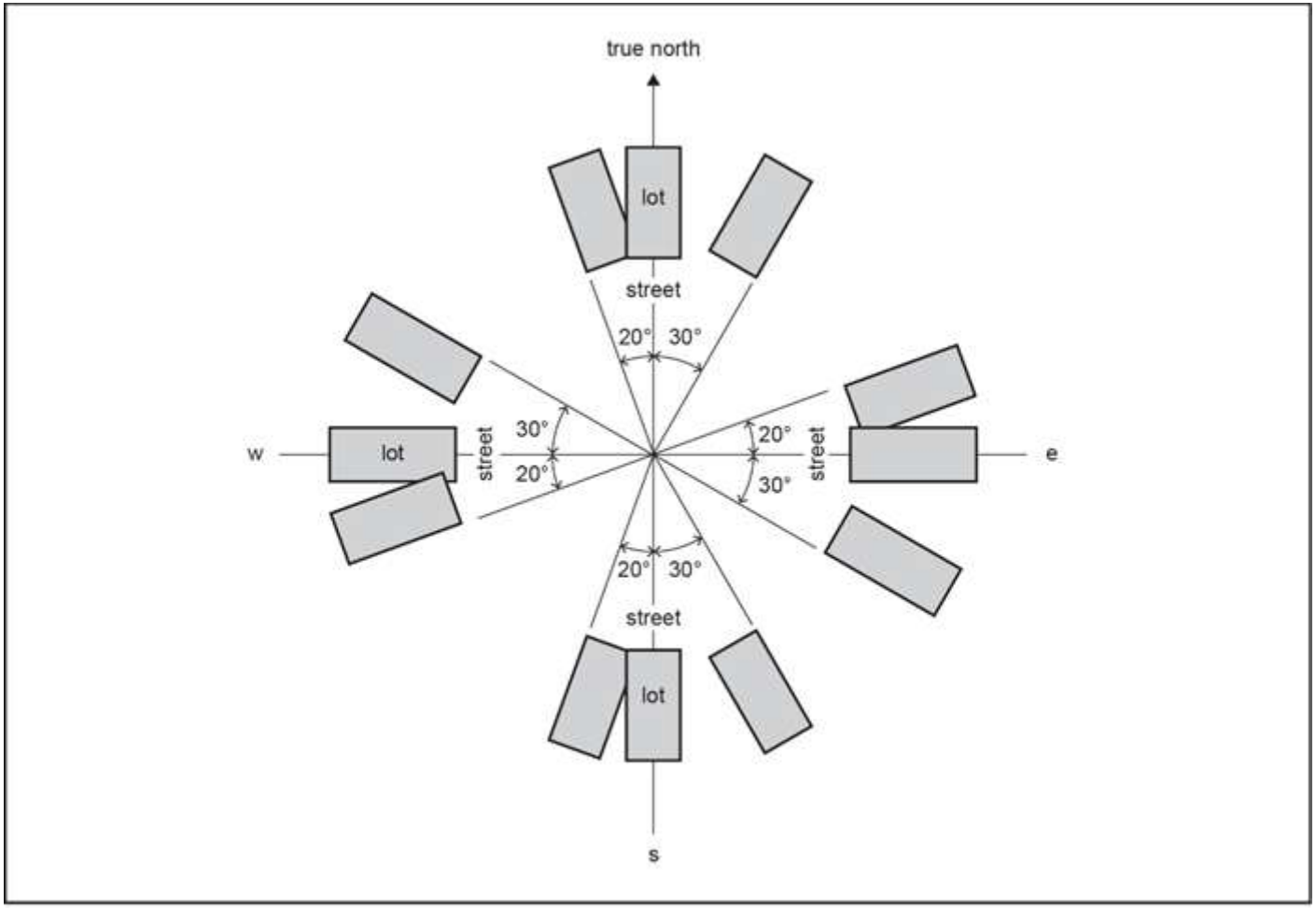

Figure a—Preferred orientation for long axis of lots

View the high resolution of Figure a—Preferred orientation for long axis of lots

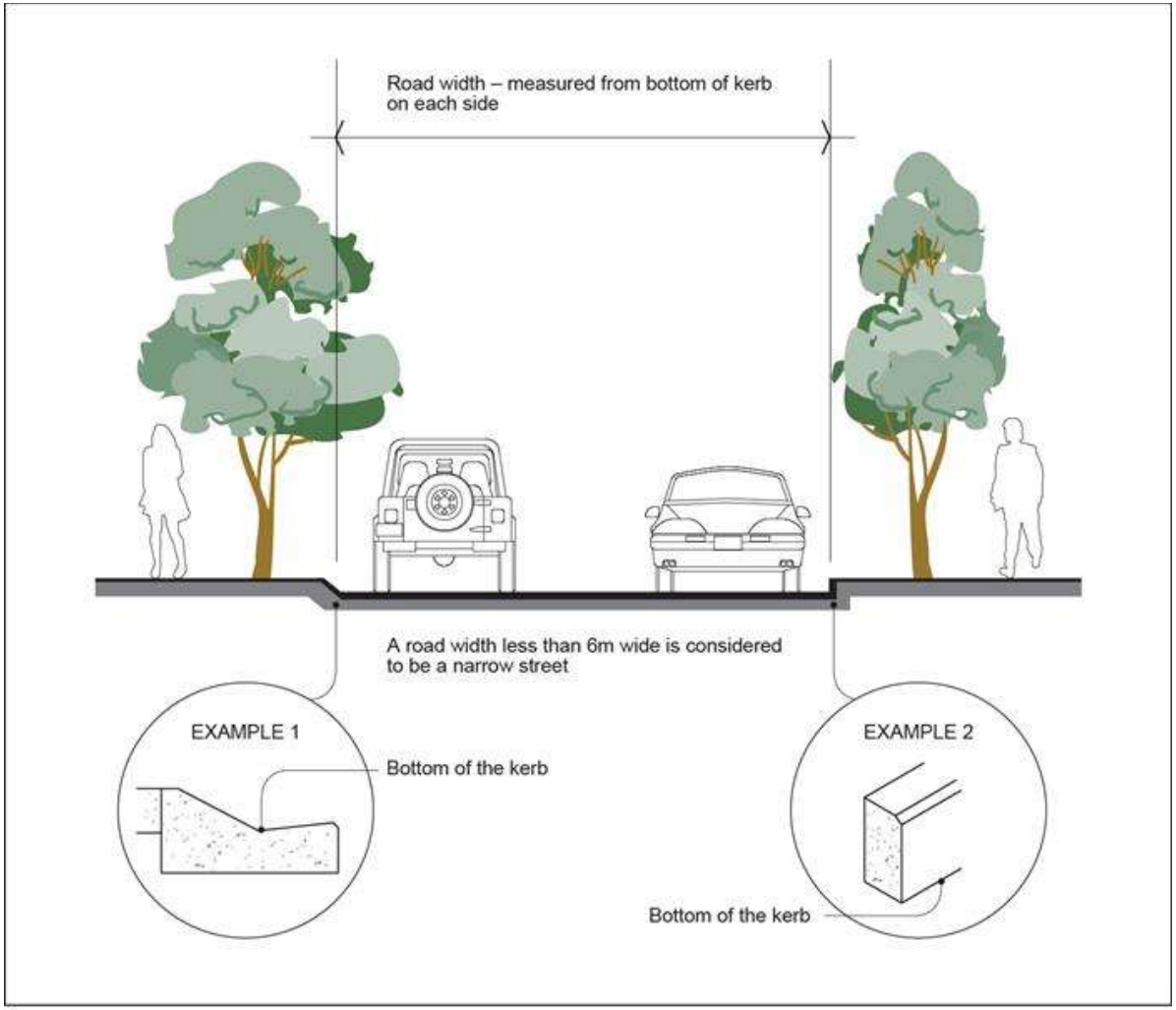

Figure b—Measurement of a narrow street

View the high resolution of Figure b—Measurement of a narrow street

9.4.4 Infrastructure design code

9.4.4.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or building work if:
   a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6),operational work (section 5.8), or an overlay (section 5.10); or
   b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- ecological assessment, koala habitat or development design, guidance is provided in the Biodiversity areas planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- parking or servicing management during construction, guidance is provided in the Transport, access, parking and servicing planning scheme policy.

9.4.4.2 Purpose

1. The purpose of the Infrastructure design code is to assess the suitability of infrastructure for development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.
   b. Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.
   c. Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.
   d. Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.
   e. Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.
   f. Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.
   g. Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.
   h. Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.
   i. Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access;	**AO2** Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

d. allows for reasonable travel comfort.		
PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	**AO3** Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	**AO4** Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape.	**AO5** Development provides a lane or laneway identified 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.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel;	**AO6** Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy:	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage; h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway; g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth; g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO7** 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.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	**AO8.1** Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. **AO8.2** Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. Note—Refer to the Refuse planning scheme policy for further guidance.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO9 Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	**AO9.1** Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. **AO9.2** Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	Compliant The proposed new lots will be connected to reticulated sewer and water.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	**AO10.1** Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. **AO10.2**	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

	Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	**AO11** Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	Compliant The proposed lots will be designed and provided with electricity and telecommunication services.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	**AO12** Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	Compliant If needed the proposed development will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which:	**AO13** Development provides public art identified in a neighbourhood plan or park concept plan which is sited	N/A

a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: i. as an integrated part of the project design; ii. as conceptually relevant to the context of the location; iii. to reflect and respond to the cultural values of the community; iv. to promote local character in a planned and informed manner.	and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	**AO14** Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	N/A
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	**AO15** Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	N/A
PO16 Development provides public toilets which: a. are required as part of a community facility or park; b. are located, designed and constructed to be: i. safe; ii. durable; iii. resistant to vandalism;	**AO16** Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	N/A

iv. able to service expected demand; v. fit for purpose.		
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: a. safe movement of intended users; b. an attractive appearance appropriate to the general surroundings and any adjacent structures; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO17** Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	N/A
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the general surroundings; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. future widening; g. current and future services; h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	N/A

accordance with the applicable design standards.		
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. minimal whole-of-life cost; e. longevity; f. minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	**AO19** Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	N/A
If for development with a gross floor area greater than 1,000m^2		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	**AO20** Development ensures that during construction: a. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; b. adjoining and surrounding landscaping is protected from damage; c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	N/A
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust	**AO21.1** Development ensures that demolition and construction: a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; b. do not occur over periods greater than 6 months.	N/A

from construction vehicles entering and leaving the site. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO21.2** Development including construction and demolition does not release dust emissions beyond the boundary of the site. **AO21.3** Development construction and demolition does not involve asbestos-containing materials.	
PO22 Development ensures that: a. construction and demolition do not result in damage to surrounding property as a result of vibration; b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO22** Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	N/A
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		
PO23 Development ensures that fire hydrants are: a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours.	**AO23.1** 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. **AO23.2** Fire hydrants are identified by: a. raised reflectorised pavement markers (RRPM) on sealed roads; b. marker posts at the fence line where on an	N/A

	unsealed road, as road (HR) or path (HP) hydrants.	
PO24 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.	**AO24** 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.	N/A
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	**AO25** No acceptable outcome is prescribed.	N/A
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
PO26 Development is sited and designed to: a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property; c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.	**AO26** No acceptable outcome is prescribed.	N/A

Table 9.4.4.3.B—Recommended intermittent vibration levels for cosmetic damage

Type of building	Peak particle velocity (mm/s)

Reinforced or framed structures; industrial and heavy commercial buildings	50mm/s at 4Hz and above		
Unreinforced or light-framed structures; residential or light commercial type buildings	Below 4Hz	4Hz to 15Hz	15Hz and above
	0.6mm/s	15mm/s at 4Hz increasing to 20mm/s at 15Hz	20mm/s at 15Hz increasing to 50mm/s at 40Hz and above

Table 9.4.4.3.C—Recommended blasting vibration levels for human comfort

Type of building	**Type of blasting operations**	**Peak component particle velocity (mm/s)**
Residences, educational establishments and places of worship	Operation blasting longer than 12 months or more than 20 blasts	5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply
Residences, educational establishments and places of worship	Operation blasting longer than 12 months or more than 20 blasts	10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply
Industry or commercial premises	All blasting	25mm/s maximum unless agreement is reached with the occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specifications or levels that do not adversely affect the equipment operation.

Table 9.4.4.3.D—Recommended levels for continuous and impulsive vibration acceleration (m/s^2) 1—80Hz for human comfort

Location	**Assessment period[1]**	**Preferred values[3]**		**Maximum values[3]**	
Continuous vibration		z-axis	x and y axes	z-axis	x and y axes
Critical areas[2]	Day or night	0.005 m/s^2	0.0036 m/s^2	0.01 m/s^2	0.0072 m/s^2
Residences	Day	0.01 m/s^2	0.0071 m/s^2	0.02 m/s^2	0.014 m/s^2
-	Night	0.007 m/s^2	0.005 m/s^2	0.014 m/s^2	0.01 m/s^2
Offices, educational establishments and places of worship	Day or night	0.02 m/s^2	0.014 m/s^2	0.04 m/s^2	0.028 m/s^2
Workshops	Day or night	0.04 m/s^2	0.029 m/s^2	0.08 m/s^2	0.058 m/s^2
Impulsive vibration					
Critical areas	Day or night	0.005 m/s^2	0.0036 m/s^2	0.01 m/s^2	0.0072 m/s^2
Residences	Day	0.3 m/s^2	0.21 m/s^2	0.6 m/s^2	0.42 m/s^2
-	Night	0.1 m/s^2	0.071 m/s^2	0.2 m/s^2	0.14 m/s^2
Offices, educational establishments and places of worship	Day or night	0.64 m/s^2	0.46 m/s^2	1.28 m/s^2	0.92 m/s^2
Workshops	Day or night	0.64 m/s^2	0.46 m/s^2	1.28 m/s^2	0.92 m/s^2

Note—

[1] Day is 7am to 10pm and night is 10pm to 7am.

[2] Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

[3] Situations exist where vibration above the preferred values can be acceptable, particularly for temporary or short-term events. Further guidance is given in the Noise impact assessment planning scheme policy.

Table 9.4.4.3.E—Recommended vibration dose values for intermittent vibration ($m/s^{1.75}$) for human comfort

Location	Daytime[1]		Night time[1]	
	Preferred value	Maximum value	Preferred value[3]	Maximum value[3]
Critical areas[2]	0.1 $m/s^{1.75}$	0.2 $m/s^{1.75}$	0.1 $m/s^{1.75}$	0.2 $m/s^{1.75}$
Residences	0.2 $m/s^{1.75}$	0.4 $m/s^{1.75}$	0.13 $m/s^{1.75}$	0.26 $m/s^{1.75}$
Offices, educational establishments and places of worship	0.4 $m/s^{1.75}$	0.8 $m/s^{1.75}$	0.4 $m/s^{1.75}$	0.8 $m/s^{1.75}$
Workshops	0.8 $m/s^{1.75}$	1.6 $m/s^{1.75}$	0.8 $m/s^{1.75}$	1.6 $m/s^{1.75}$

Note—

[1] Day is 7am to 10pm and night is 10pm to 7am.

[2] Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

[3] Situations exist where vibration above the preferred values can be acceptable, particularly for temporary or short-term events. Further guidance is given in the Noise impact assessment planning scheme policy.

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
   a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
   b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
   c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
   a. Motorway sub-category;
   b. Arterial road sub-category;
   c. Suburban road sub-category;
   d. District road sub-category;
   e. Neighbourhood road sub-category;
   f. Local road sub-category;
   g. Future motorway sub-category;
   h. Future arterial road sub-category;
   i. Future suburban road sub-category;
   j. Future district road sub-category;
   k. Primary freight route sub-category;
   l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
   a. Implement the policy direction in the Strategic framework, in particular:
      i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks;
      ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
   b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
   b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
   c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
   d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
   e. Development does not compromise the completion of the road hierarchy.
   f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: i. the road hierarchy shown on the Road	**AO1.1** Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential.	Compliant The proposed new access driveways are from a major road. Boundary Road is a major road in the Road hierarchy overlay. The Subdivision code and the Transport, access, parking and servicing code seek to limit the

hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.		number of vehicle access points to major roads, so that new lots do not compromise the safety and efficiency of the road network. Rather than providing a separate crossover for each lot, the proposal consolidates access for all three lots into a single 6.0m wide shared driveway crossover. The crossover is connected to the lots by the access handle of Lot 3 and Easements A, B and C. The proposal is considered to achieve PO3 (access), PO1 and PO27 for the following reasons: • One access point to a major road: a single shared crossover replaces what would otherwise be three individual crossovers onto Boundary Road. This minimises conflict points, retains the kerb, footpath and verge, and reduces interruptions to traffic flow, cyclists and pedestrians on the major road. • Two-way entry width: the access handle is 6.0m wide for the first 6.0m inside the road boundary (Easements A and B widen the 3.5m handle to 6.0m). Two vehicles can therefore pass at the property boundary, so entering vehicles are not held on Boundary Road while another vehicle exits. • Forward entry and exit: each lot is large enough to provide parking and an on-site turning area, so that all vehicles can enter and leave Boundary Road in a forward gear. This will be shown on the development footprint plan and can be conditioned. • Sight lines and verge assets: the crossover is located centrally on the frontage, clear of the street light, Telstra pit, fire hydrant and sign. Pedestrian sight splays and sight distances will be provided in accordance with the Transport, access, parking and servicing planning scheme

		policy at the detailed design stage. • Secure legal access: Easements A, B and C over the access handle give Lots 1 and 2 a registered right of access over the shared driveway. Maintenance responsibilities can be documented in an easement agreement.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Compliant
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	N/A
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	N/A
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	Complaint Boundary Road is a suburban road, not an arterial road.
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	N/A The proposal is for reconfiguring of a lot.

	AO2.2 Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	Complaint
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is	**AO3A** No acceptable outcome is prescribed.	N/A

made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
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		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	**AO4** Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: a. for the long term infrastructure for the road network, the Long term infrastructure plans; b. for existing and planned infrastructure for the road network, the Local government infrastructure plan; c. the standards for the road network in the Infrastructure design planning scheme policy.	Compliant
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides:	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy	N/A

a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major road network.	and addresses all impacts to the road network.	
PO6 Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network.	**AO6.1** Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. **AO6.2** Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	N/A
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves	**AO7** Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	PO7 sought Boundary Road is a major road in the Road hierarchy overlay. The Subdivision code and the Transport, access, parking and servicing code seek to limit the number of vehicle access points to major roads, so that

the function of the road hierarchy.		new lots do not compromise the safety and efficiency of the road network. Rather than providing a separate crossover for each lot, the proposal consolidates access for all three lots into a single 6.0m wide shared driveway crossover. The crossover is connected to the lots by the access handle of Lot 3 and Easements A, B and C. The proposal is considered to achieve PO3 (access), PO1 and PO27 for the following reasons: • One access point to a major road: a single shared crossover replaces what would otherwise be three individual crossovers onto Boundary Road. This minimises conflict points, retains the kerb, footpath and verge, and reduces interruptions to traffic flow, cyclists and pedestrians on the major road. • Two-way entry width: the access handle is 6.0m wide for the first 6.0m inside the road boundary (Easements A and B widen the 3.5m handle to 6.0m). Two vehicles can therefore pass at the property boundary, so entering vehicles are not held on Boundary Road while another vehicle exits. • Forward entry and exit: each lot is large enough to provide parking and an on-site turning area, so that all vehicles can enter and leave Boundary Road in a forward gear. This will be shown on the development footprint plan and can be conditioned. • Sight lines and verge assets: the crossover is located centrally on the frontage, clear of the street light, Telstra pit, fire hydrant and sign. Pedestrian sight splays and sight distances will be provided in accordance with the Transport, access, parking and servicing planning scheme policy at the detailed design stage.

		• Secure legal access: Easements A, B and C over the access handle give Lots 1 and 2 a registered right of access over the shared driveway. Maintenance responsibilities can be documented in an easement agreement.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	**AO8** Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	N/A

8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
   a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
   b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
   c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
   a. Subtropical boulevard — in centre verge width 6m sub-category;
   b. Subtropical boulevard — in centre verge width 5m sub-category;
   c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
   d. Subtropical boulevard — out of centre verge width 6m sub-category;
   e. Subtropical boulevard — out of centre verge width 5m sub-category;
   f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
   g. Centre street major sub-category;
   h. Centre street minor sub-category;
   i. Neighbourhood street major sub-category;
   j. Neighbourhood street minor sub-category;
   k. Industrial street sub-category;
   l. Pathway link sub-category;
   m. Corner land dedication sub-category;
   n. Locality street sub-category;
   o. Laneway sub-category;
   p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

Editor’s note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category

and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development application.

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
   a. Implement the policy direction in the Strategic framework, in particular:
      i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
      ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks.
   b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
   b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
   c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
   d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
   e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
   f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality	Compliant Boundary Road is defined as neighborhood street minor; thus the required verge width is 3.75m for the existing street. A contour and detail land survey has

tree planting and high levels of pedestrian movement.	advice and road corridor design standards in the Infrastructure design planning scheme policy.	been undertaken to confirm that the existing verge width is greater than 3.75m. As such, road dedication is not required.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	**AO2.1** Development ensures that existing street trees are retained and protected. **AO2.2** Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Compliant No Street Trees are located at the front of the site.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity; b. enforces the sense of arrival to individual precincts and major connections; c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	**AO3.1** Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. **AO3.2** Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	N/A
	AO3.3 Development ensures that public art is provided in a	

	corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	**AO4** Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	N/A

Table 8.2.20.3.B—Required verge widths for the streetscape hierarchy

Streetscape type	Required width
Subtropical boulevard — in centre verge width 6m	6m
Subtropical boulevard — in centre verge width 5m	5m
Subtropical boulevard — in centre verge	3.75m or 4.25m for new roads

width 3.75/4.25m	
Subtropical boulevard — out of centre verge width 6m	6m
Subtropical boulevard — out of centre verge width 5m	5m
Subtropical boulevard — out of centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Centre street major	5m
Centre street minor	3.75m or 4.25m for new roads
Neighbourhood street major	3.75m or 4.25m for new roads
Neighbourhood street minor	3.75m or 4.25m for new roads
Industrial street	3.75m or 4.25m for new roads
Pathway link	In compliance with Chapter 4 Pathway design outside the road corridor of the Infrastructure design planning scheme policy
Corner land dedication	Range $25m^2$ to $81m^2$
Locality street	In compliance with the Infrastructure design planning scheme policy
Laneway	In compliance with the Infrastructure design planning scheme policy

9.4.9 Stormwater code

9.4.9.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot or operational work if:
   a. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), reconfiguring a lot (section 5.6) operational work (section 5.8) or an overlay (section 5.10); or
   b. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy.

9.4.9.2 Purpose

1. The purpose of the Stormwater code is to assess the suitability of the stormwater aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.
   b. Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.
   c. Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.
   d. Development ensures that the environmental values of the city's waterways are protected or enhanced.
   e. Development minimises run-off, including peak flows.
   f. Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.
   g. Development minimises the whole of life cycle cost of stormwater infrastructure.

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		

PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	**AO1** Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	**AO2.1** Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises. **AO2.2** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	**AO3.1** Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor. **AO3.2** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. **AO3.3**	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.

	Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy. **AO3.4** Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	**AO4.1** Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy. **AO4.2** Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	**AO5** Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways.	**AO6.1** Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development. **AO6.2** Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.

PO7 Development is designed, including any car parking areas and channel works to: a. reduce property damage; b. provide safe access to the site during the defined flood event.	**AO7.1** Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan). **AO7.2** Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	N/A
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	**AO8.1** Development ensures natural waterway corridors and drainage paths are retained. **AO8.2** Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	N/A
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks	

	and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	**AO9** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	**AO10** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development.	**AO11.1** Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge. **AO11.2** Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO12 Development provides stormwater infrastructure which: a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure.	**AO12.1** The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy. **AO12.2** Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.

PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	**AO13** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO14 Development ensures that: a. unnecessary disturbance to soil, waterways or drainage channels is avoided; b. all soil surfaces remain effectively stabilised against erosion in the short and long term.	**AO14** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
PO15 Development does not increase: a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction; b. run-off which causes erosion either on site or off site.	**AO15** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: a. a material change of use for an urban purpose which involves greater than 2,500m^2 of land that: i. will result in an impervious area greater than 25% of the net developable area; or ii. will result in 6 or more dwellings.		

b. reconfiguring a lot for an urban purpose that involves greater than 2,500m^2 of land and will result in 6 or more lots; c. operational work for an urban purpose which involves disturbing greater than 2,500m^2 of land.		
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the *Environmental Protection Act 1994*. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	**AO16** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	N/A
PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.	**AO17** No acceptable outcome is prescribed.	N/A
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned	**AO18** Development protects stormwater infrastructure in compliance with the following: a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c. the standards for stormwater drainage in the	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.

infrastructure for the stormwater network which: i. is required to service the development or an existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	Infrastructure design planning scheme policy.	
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act*	**AO19** No acceptable outcome is prescribed.	Complies The applicant proposes the lawful point of discharge to the kerb and channel of Boundary Road.

2016.		

Table 9.4.9.3.B—Categories of flood planning levels

Flooding type(1)	**Minimum design floor or pavement levels (m AHD)(2) (refer to Table 9.4.9.3.C for assignment of these categories)**				
	Category A	**Category B**	**Category C**	**Category D**	**Category E**
Waterway(A) or open channel	1% AEP flood level + 500mm	1% AEP flood level + 300mm	1% AEP flood level	1% AEP flood level	5% AEP flood level
Overland flow flooding(B)	2% AEP flood level +500mm	2% AEP flood level +300mm	2% AEP flood level	2% AEP flood level	5% AEP flood level

Notes—

(1) Where the site is subject to more than one type of flooding that is overland flow flooding, creek or waterway flooding or river flooding, the minimum flood immunity level is the highest level determined from these sources.

(2) Where flood levels are not available from Council's Floodwise Property Report such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note (A) A waterway, including any indicated on the planning scheme maps, is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks, typically with a catchment area greater than 30ha.

Note (B) Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded and/or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 5% is the equivalent of a 20 year ARI flood event.

Note—The flood immunity level in some older inner-city areas is often controlled by local ponding.

Table 9.4.9.3.C—Flood planning level categories for development types

BCA building classification(1)	**Development types and design levels, assigned design floor or pavement levels**	**Category Refer to Table 8.2.11.3.L**
Class 1—4	Habitable room	Category A

	Non-habitable room including patio and courtyard	Category B
	Non-habitable part of a Class 2 or Class 3 building excluding the essential services(2) control room	Category B
	Parking located in the building undercroft of a multiple dwelling	Category C
	Carport(4), unroofed car park; vehicular manoeuvring area	Category D
	Essential electrical services(2) of a Class 2 or Class 3 building only	Category A(6)
	Basement parking entry(3)	Category C + 300mm
Class 5, Class 6, or Class 8	Building floor level	Category C
	Garage or car park located in the building undercroft(3)	Category C
	Carport(4) or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D
	Basement parking entry(3)	Category C
	Essential electrical services(2)	Class 8 — Category C(6) Class 5 & 6 — Category A(6)
Class 7a	Refer to the relevant building class specified in this table	
Class 7b	Building floor level	Category C
	Vehicular access and manoeuvring area	Category D
	Essential electrical services(2)	Category C
Class 9	Building floor level	Category A

	Building floor level for habitable rooms in Class 9a or 9c where for a residential care facility	0.2% AEP flood
	Garage or car park located in the building undercroft(3)	Category C
	Carport(4) or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D
	Essential electrical services(2)	Category A
Class 10a	Car parking facility	Refer to the relevant building class specified in this table
	Shed(5) or the like	Category D
Class 10b	Swimming pool	Category E
	Associated mechanical and electrical pool equipment	Category C
	Other structures	Flood immunity standard does not apply

Notes—

(1) Refer to the Building Code of Australia for definitions of building classifications.

(2) Essential services include any room used for fire control panel, telephone PABX, sensitive substation equipment including transformers, low voltage switch gear, high-voltage switch gear, battery chargers, protection control and communication equipment, low voltage cables, high-voltage cables and lift controls.

(3) Basement car parks must be suitably waterproofed and all air vents, air-conditioning ducts, pedestrian access and entry and exit ramps at the car park entrance have flood immunity in accordance with this table.

(4) A shelter for a motor vehicle, which has a roof and one or more open sides, and which can be built against the side of a building.

(5) A slight or rough structure built for shelter and storage; or a large strongly built structure, often open at the sides or end.

(6) Where essential services are proposed in a basement below the specified flood planning level, the flood immunity of all air vents, air-conditioning ducts, pedestrian access, lift shafts and entry/exit ramps at the basement entrance and any other openings into that basement must conform to Category A for Residential development, and the relevant basement entry level of all other uses. This will require a waterproof basement design to prevent floodwaters entering the basement to ensure flood immunity.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 0.2% is the equivalent of a 500 year ARI flood event.

Note—Where a building has a combination of uses that includes a component of class 2, 3 or 9, the essential services for that building shall comply with the requirements of the building class with the greatest flood immunity requirement.

Note—Use classes for residential development also include basement storage.

Table 9.4.9.3.D—Flood planning levels for a new road

Flooding type[1]	**Minimum design levels at the crown of the road (m AHD)** [2]	
	Residential development	**Industrial or commercial development**
Waterway[A] or open channel	1% AEP flood level	2% AEP flood level
Overland flow flooding[B]	2% AEP flood level	2% AEP flood level

Notes—

[1] Where the site is subject to more than 1 type of flooding, the minimum flood planning level is the highest level determined from these sources. It should be noted that the flooding planning level in some older areas is often controlled by local ponding.

[2] Where flood levels are not available from Council's Floodwise Property Report, such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note [A] A waterway including any indicated on the planning scheme maps is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks typically with a catchment area greater than 30ha.

Note [B] Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded and/or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

Note—A flood event with an AEP of 5% is the equivalent of a 20 year ARI flood event.

Table 9.4.9.3.E—Flood planning levels for essential community infrastructure

Type of essential community infrastructure	**Minimum design levels**
Emergency services	0.2% AEP flood
Emergency services, where for an emergency shelter	0.5% AEP flood
Emergency services, where for police facilities	0.5% AEP flood
Hospital and health care service, where associated with a hospital	0.2% AEP flood

Community facility where involving storage of valuable records or items of historic or cultural significance (e.g. galleries and libraries)	0.5% AEP flood
State-controlled roads Major or minor electricity infrastructure not otherwise listed in this table Utility installation where for rail transport services Air service Telecommunications facility	No specific recommended level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency.
Power stations (as defined in the *Electricity Act 1994*) or renewable energy facility.	0.2% AEP flood
Major electricity infrastructure where a major switch yard	0.2% AEP flood
Substations	0.5% AEP flood
Utility installation where for a sewage treatment plant	DFE
Utility installation where for a water treatment plant	0.5% AEP flood

Note—A flood event with an AEP of 0.2% is the equivalent of a 500 year ARI flood event.

Note—A flood event with an AEP of 0.5% is the equivalent of a 200 year ARI flood event.

Table 9.4.9.3.F—Flood planning levels for reconfiguring a lot

Flooding type[1]	**Minimum lot levels (m AHD)**[2]	
	Residential	**Other than residential**
Waterway[A] or open channel	1% AEP flood level + 300mm	1% AEP flood level
Overland flow flooding[B]	1% AEP flood level + 300mm	2% AEP flood level

Notes—

[1] Where the site is subject to more than one type of flooding, the minimum flood immunity level is the highest level determined from these sources.

[2] Where flood levels are not available from Council's Floodwise Property Report such as overland flow flooding, the applicant will need to engage a suitably qualified Registered Professional Engineer Queensland with expertise in undertaking flood studies to estimate the relevant flood level.

Note [A] A waterway including any indicated on the planning scheme maps is defined as any element of a river, creek, stream, gully or drainage channel, including the bed and banks typically with a catchment area greater than 30ha.

Note [(B)] Overland flow flooding usually occurs when the capacity of the underground piped drainage system is exceeded or when the overland flow path is blocked. Localised overland flow paths generally traverse along roadways, and in the older established areas, through private properties within existing low points and gullies. A localised overland flow path is not characterised by well-defined bed and banks and the contributing catchment is generally less than 30ha.

Note—A flood event with an AEP of 1% is the equivalent of a 100 year ARI flood event.

Note—A flood event with an AEP of 2% is the equivalent of a 50 year ARI flood event.

9.4.11 Transport, access, parking and servicing code

9.4.11.1 Application

1. This code applies to assessing:
   a. operational work which is assessable development if this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for operational work (section 5.8); or
   b. a material change of use or reconfiguring a lot if:
      i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5) reconfiguring a lot (section 5.6), or an overlay (section 5.10); or
      ii. impact assessable development, to the extent relevant.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code contains performance outcomes or acceptable outcomes that relate to:
- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided and the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

Note—If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997*, the development contains a reconfiguring a lot aspect of development and the Subdivision code will apply.

9.4.11.2 Purpose

1. The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.
2. The purpose of the code will be achieved through the following overall outcomes:
   a. Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.
   b. Development enhances the potential for trip making other than by private vehicle.
   c. Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses.
   d. Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.
   e. Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system.
   f. Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations

and avoid risk of damage to people, property and vehicles.

g. Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.
h. Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options.
i. Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network.
j. Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:
    i. are safe and convenient to use;
    ii. if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.
k. Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises.
l. Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Compliant The proposed subdivision complies with the standards in the Transport, access, parking and servicing planning scheme policy.

development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	**AO2** No acceptable outcome is prescribed.	N/A
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO3.2** Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	Compliant The proposed subdivision complies with the standards in the Transport, access, parking and servicing planning scheme policy.
PO4 Development provides walking and cycle routes through the site which: a. link to the external network and pedestrian and cyclist destinations such as schools, shopping	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: a. create a walking or cycle route along the full frontage of the site;	N/A The proposal is only for 1 into 3 lots.

centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; b. encourage walking and cycling; c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. **AO4.2** Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	N/A The proposal is only for 1 into 3 lots.
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	

the Transport, access, parking and servicing planning scheme policy.	**AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	**AO8** No acceptable outcome is prescribed.	N/A The proposal is only for 1 into 3 lots.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). **AO9.2** Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access	N/A The proposal is only for 1 into 3 lots.

	driveway in the road area to the lowest order road to which the site has frontage.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	Compliant
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards	Compliant The proposed subdivision complies with the standards in the Transport, access, parking and servicing planning scheme policy.

cyclists using paths adjacent to the frontage of the site, and motorists.	in the Transport, access, parking and servicing planning scheme policy. **AO11.2** Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	N/A
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b. for 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. 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.	N/A The proposal is only for 1 into 3 lots.

PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. 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.	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. **AO14.2** Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	N/A The proposal is only for 1 into 3 lots.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through	N/A The proposal is only for 1 into 3 lots.

	design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a. denying access to potential canvases through access control techniques; b. reducing potential canvases through canvas reduction techniques; c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
PO19	**AO19.1**	

Development layout provides for services which: a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; b. are clearly defined, safe and easily accessible; c. are designed to contain potential adverse impacts of servicing within the site; d. do not detract from the aesthetics or amenity of the surrounding area.	Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises. **AO19.2** Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	N/A The proposal is only for 1 into 3 lots.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21 Development which is freight-dependent development	**AO21.1** Development which is freight-dependent development is	N/A The proposal is only for 1 into 3 lots.

ensures that the traffic generated by the development does not impact on: a. the operation of the transport network; b. the safety and amenity of a residential area; c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9.	located on a site which: a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. **AO21.2** Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	



Figure a—City core and City frame

View the high resolution of Figure a—City core and City frame