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APPENDIX 1 – CODE ASSESSMENT

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1. Zone Code

1.1 Character Residential Zone Code

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the character residential zone is to: **(a) ensure the character of a residential area is protected or enhanced; and** **(b) provide for community uses, and small-scale services, facilities and infrastructure, to support local residents.**		
(2) The purpose of the zone will be achieved through overall outcomes for: **(a) zone role;** **(b) development location and uses;** **(c) development form;** **(d) the following zone precincts:** **(i) Character zone precinct;** **(ii) Infill housing zone precinct.**		
(3) Zone role overall outcomes are: **(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:** **(i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices;** **(ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.**		
(4) Development location and uses overall outcomes are:		
(a) Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to a building height in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution
(b) Development in the Character zone precinct provides for low density suburban and inner-city living through:	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future	☐Compliant ☒N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(i) 1 or 2 storey dwelling houses to predominate over other types of development; (ii) a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.	dwelling house to be constructed to a building height in accordance with the zone code.	☐Performance Solution
(c) Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which: (i) comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code; (ii) are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots; (iii) provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to a building height in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution
(d) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	The proposal reflects and supports the high level of comfort, quiet, privacy and safety reasonably expected within a predominantly low density permanent residential environment.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	The proposal does not include an active frontage use.	☐Compliant ☒N/A ☐Performance Solution
(f) Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	The proposed development is not for commercial character-building activities.	☐Compliant ☒N/A ☐Performance Solution
(g) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: (i) have a gross floor area of less than 250m2; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	The proposed development does not include a non-residential use.	☐Compliant ☒N/A ☐Performance Solution
(h) Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	The proposed development does not include a non-residential use.	☐Compliant ☒N/A ☐Performance Solution
(i) Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	The proposed development does not include a non-residential use.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(j) Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.	The proposed development does not include a non-residential use.	☐Compliant ☒N/A ☐Performance Solution
(k) Development for rooming accommodation accommodates 5 persons or less.	The proposed development is not for rooming accommodation.	☐Compliant ☒N/A ☐Performance Solution
(5) Development form overall outcomes are:		
(a) Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to an appropriate built form in accordance with the zone code.	☒Compliant ☐N/A ☐Performance Solution
(b) Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to a building height in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution
(c) Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.	The proposal retains the existing pre-1946 Dwelling house in accordance with the existing approval.	☐Compliant ☒N/A ☐Performance Solution
(d) Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to an appropriate built form in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to an appropriate built form in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution
(f) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: (i) maximises the retention of backyard spaces as private landscaped space; (ii) avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.	The proposal is not for a dwelling house. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(g) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	The proposed development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	☐Compliant ☐N/A ☐Performance Solution
(6) Character zone precinct overall outcomes are:		
(a) Development retains a dwelling house built in 1946 or before.	The proposal retains the existing pre-1946 Dwelling house.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Development provides that a new dwelling house: (i) is 1 or 2 storeys in height; (ii) is located on an appropriately sized and configured vacant lot; (iii) is compatible in scale and design with existing houses built in 1946 or before; (iv) reinforces the traditional building character of the Character zone precinct.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to an appropriate built form in accordance with the zone code.	☒Compliant ☐N/A ☐Performance Solution
(c) Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct.	The proposal is for a reconfiguring of a lot – 2 into 2 lot subdivision. The resultant subdivision allows for a future dwelling house to be constructed to an appropriate built form in accordance with the zone code.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Development provides for a minimum lot size of 450m^2 to maintain a block pattern that accommodates traditional backyards and large trees.	As illustrated in the subdivision plan, the proposed configuration allows for a suitable building envelope to accommodate for a future Dwelling house. To further achieve a Performance Solution against the overall outcome, concept plans have been prepared by *M&R Studio* which demonstrate the vacant lot achieving a compatible dwelling house design while achieving a traditional backyard being able to accommodate large trees Notwithstanding, the proposal achieves a Performance Solution for the following reasons: • The proposal does not seek to create any new allotments as part of the subdivision. The proposal is strictly limited to a boundary alignment of two (2) existing allotments over the site. As such, the proposal does not alter the existing lot sizes over the site; • The proposed realignment of boundary will allow for the creation of a new Dwelling house over the vacant lot to provide for a suitable design with a large backyard for private open space and landscaping; and • As identified in the Lot size analysis, the proposed allotment size and configuration is consistent within the immediate vicinity as demonstrated above in Figure 7. As such, the proposed subdivision and dwelling density achieves a Performance Solution against the Overall Outcome (6d) of the Character zone code.	☐Compliant ☐N/A ☒Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(7) Infill housing zone precinct overall outcomes are:		
(a) Development retains a dwelling house built in 1946 or before.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(b) Development provides that a new dwelling house, dual occupancy or multiple dwelling: (i) is no more than 2 storeys in height; (ii) is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot; (iii) is compatible in scale and design with existing dwellings built in 1946 or before; (iv) reinforces the traditional building character of the Infill housing zone precinct.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(c) Development achieves a maximum dwelling yield of one dwelling per 300m2 of site area.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(d) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: (i) is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct; (ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: (i) consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses; (ii) suited to smaller lot sizes.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(f) Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(g) Development supports a subtropical character by ensuring that: (i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; (ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(h) Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(i) Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(j) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution
(k) Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be: (i) suitably located and orientated on the site; (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	The subject site is not located within the Infill housing zone precinct.	☐Compliant ☒N/A ☐Performance Solution

2. Neighbourhood Plan Code

2.1 Sherwood-Graceville District Neighbourhood Plan Code

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Sherwood—Graceville district neighbourhood plan code is to provide finer grained planning at a local level for the Sherwood—Graceville district neighbourhood plan area.		
(2) The purpose of the Sherwood—Graceville district neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.		
(3) The overall outcomes for the Sherwood—Graceville district neighbourhood plan area are:		
(a) Development in the district reflects its unique character and the area's relationship to the Brisbane River. This is characterised by predominantly low-density housing comprising a large proportion of traditional character houses, complemented by established vegetation in both private and public open spaces. (b) A mix of housing densities, types and sizes exist within walking catchment of services and public transport at the Corinda and Sherwood centres, to accommodate the community's housing needs at various stages of their lives and in particular to provide housing for the ageing population in the area. (c) The continuation of community uses throughout the area, particularly within the Community hub precinct (Sherwood—Graceville district neighbourhood plan/NPP-005) to take advantage of the accessibility to the Sherwood and Corinda centres, public transport and adjacent parkland. (d) The Brisbane riverfront parks, Cliveden Avenue bushland and parks along Oxley Creek are significant natural assets and are protected and rehabilitated where appropriate. (e) Privately owned sport and recreation land is protected from intrusion from other land uses.	a) The proposal retains the existing pre-1947 dwelling house and enables the construction of a future new house that is capable of reflecting the unique character of the street. b) The proposal is for a reconfiguring a lot – boundary realignment. c) The subject site is not located with a precinct. As such, this criterion is not applicable. d) The proposal does not impact upon the Brisbane riverfront parks, Cliveden Avenue bushland or parks along Oxley Creek. e) The subject site does not impact upon privately owned sports and recreation land. f) The proposal retains the existing pre-1947 dwelling house and enables the construction of a future new house that is capable of reflecting the unique character of the street.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(f) Growth of local educational establishments is supported where consistent with local residential amenity and traffic movement. (4) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development. (5) While making efficient use of land, development is consistent with community expectations and infrastructure assumptions.	4. Any future dwelling house will be subject to a code assessable development application to ensure it achieves height, scale and form that is consistent with the amenity and character. 5. The proposed boundary realignment is consistent with community expectations and infrastructure assumptions.	
(6) Westside character precinct (Sherwood—Graceville district neighbourhood plan/NPP-001) overall outcomes are:		
(a) The precinct is an area of Brisbane with outstanding features that contribute to the identity of the neighbourhood. A collection of distinctive and intact character houses built in 1946 or before predominate in the area, while newer buildings, sympathetic to the character of the precinct, do not detract from it. (b) Character houses in this precinct, are predominantly larger in scale and form compared to other houses of their era and are generally intact and well maintained. The character houses are generally set low with wide proportions, and feature traditional elements such as verandahs and external timber staircases. A general consistency in roof form and height contributes to the precinct's special character with typically hipped roofs or with low, wide gables. Garages are located and designed so as not to dominate or detract from the streetscape. (c) In addition to the predominance of houses built in 1946 or before, the precinct is characterised by wide property	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
frontages with large spacing between buildings, landscaping of open lawns with mature specimen trees, tennis courts, low timber and wire style fencing and hedges. Streets are often wide with mature street tree plantings, including significant stands of camphor laurels that should be retained or replaced where possible. (d) The scale, form and proportion of development within the precinct reflect the distinctive qualities that create a sense of visual cohesion within the nearby streetscape. New buildings and other works in terms of the scale, form and mass, sit comfortably within the streetscape and do not dominate adjacent or nearby character places.		
(7) Corinda centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-002) overall outcomes are:		
(a) This is a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community uses. A wide choice of housing types is located within walkable proximity to the services provided at Corinda centre and to the Corinda railway station. (b) Existing large car parking areas are redeveloped for centre activities. (c) To support a compact centre core, centre activities only occur in the District centre zone. (d) Residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(8) Sherwood centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-003) overall outcomes are:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(a) This is a vibrant, mixed use centre, accommodating a range of centre activities, including multiple dwellings, offices, shops and community activities. A wide choice of housing types is located within walkable proximity to the services provided at Sherwood centre and to the Sherwood railway station. (b) To support a compact centre core, centre activities are only supported in the District centre zone. (c) Residents living within the precinct will have residential amenity consistent with the levels in a vibrant, mixed use centre.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(9) Honour Avenue centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-004) overall outcome is:		
(a) This precinct allows for centre activities while encouraging the retention and re-use of heritage and character buildings in the centre. New developments and extensions to existing buildings respect the existing character through appropriate scale, siting and form of new development.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(10) Community hub precinct (Sherwood—Graceville district neighbourhood plan/NPP-005) overall outcome is:		
(a) This precinct provides a community focus for the Sherwood—Graceville district neighbourhood plan area with the co-location of a range of community uses that are well located close to the Sherwood and Corinda centres, and with good access to public transport.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(11) St Aidan's school precinct (Sherwood—Graceville district neighbourhood plan/NPP-006) overall outcome is:		
(a) St Aidan's school continues to operate in its current location with any expansion or redevelopment ensuring the location, height and massing of new buildings retains the amenity of surrounding residential areas.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(12) Light industry and employment precinct (Sherwood—Graceville district neighbourhood plan/NPP-007) overall outcome is:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(a) This precinct provides a local industry and employment node within the Sherwood—Graceville district neighbourhood plan area. New industry uses or expansion of existing lawful industry uses can only occur where they are consistent with low impact industry intent.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(13) Alan Fletcher Research Station/Montrose Access precinct (Sherwood—Graceville district neighbourhood plan/NPP-008) overall outcomes are:		
(a) Both sites comprising this precinct are located adjacent to low density residential areas and gain vehicular access through residential streets. Each site has a frontage to the Brisbane River and contains significant native vegetation forming part of a corridor of riparian vegetation along the river's edge. (b) Any future re-use of the site will be as another community use that is consistent with the low density residential character of surrounding areas. (c) Any residential component of a redevelopment is of a height, scale and intensity that reflect the predominantly two-storey character residential surroundings. (d) Redevelopment of the site includes open space along the riverfront and rehabilitation of native vegetation. (e) Redevelopment of the site includes a public space that commemorates and provides public education of the site's historically significant use. (f) Redevelopment of the site is in accordance with a structure plan.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
(14) Sport and recreation precinct (Sherwood—Graceville district neighbourhood plan/NPP-009) overall outcomes are:		
(a) Privately owned outdoor sport and recreation areas are protected from redevelopment for other uses to ensure adequate space for a range of sport and recreation uses is retained to meet current and future needs. (b) Reconfiguring a lot if not associated with an existing or approved building is inconsistent with the outcomes sought for this precinct.	The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

2.1.2 Performance Outcome & Acceptable Outcome

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
For accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
If for a dwelling house:			
PO1 Development: (a) maintains the traditional backyard pattern and character of the area, with a proportion of the site set aside for open space rather than built structures; (b) enhances the subtropical nature of the area, with building bulk limited to allow for the flow of breezes and for sunlight to penetrate into open space and living areas; (c) includes private open space of a suitable size and proportion to cater for the active recreation needs of residents of all age groups, as well as providing space for service functions such as clothes drying; (d) has a rear boundary setback that provides sufficient clearance to enable useable private open space; (e) retains existing trees within the front setback; (f) retains large trees and provides substantial areas for landscaping	**AO1.1** Development has: (a) a maximum building footprint of 50% of the site area; (b) a minimum area of private open space of 100m^2, or 30% of the site, whichever is the greater, and has a minimum dimension of 3m.	**AO1.1** The proposal is not for a dwelling house.	☐Compliant ☒N/A ☐Performance Solution
	AO1.2 Development has a minimum rear boundary setback of 6m.	**AO1.2** The proposal is not for a dwelling house.	☐Compliant ☒N/A ☐Performance Solution
	AO1.3 Development retains mature trees in backyard areas and provides a minimum of 1 tree for every 7m of the average lot width, capable of growing to a height of over 4m.	**AO1.3** The proposal is not for a dwelling house.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
consistent with the established traditional landscape character of the area.			
For assessable development			
General			
PO2 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with anticipated density and assumed infrastructure demand; (b) aligned with community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid	**AO2** Development complies with the number of storeys and building height in Table 7.2.19.3.3.B.	**AO2** The proposal is for a boundary realignment. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
affecting the potential development of adjoining sites.			
If in the Westside character precinct (Sherwood—Graceville district neighbourhood plan/NPP-001)			
PO3 Development: (a) has a scale, form, mass, rhythm and setting that reflects those of nearby buildings in the street built in 1946 or before; (b) preserves characteristic streetscape attributes of the area, including large backyards, generous building setbacks, mature large trees, and a high proportion of open space and landscaping relative to built form; (c) is in accordance with Figure d, Figure e and Figure f.	**AO3.1** Development has a maximum building footprint of 40% of the site area.	**AO3** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO3.2 Development complies with the number of storeys and building height in Table 7.2.19.3.3.B.	**AO3.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO3.3 Development is set back from any road alignment to a distance within 20% of the average front setback of the nearest buildings built in 1946 or before that front the same street, in accordance with Figure d.	**AO3.3** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO3.4 Development has a minimum rear boundary setback of 10m or 25% of the depth of the lot, whichever is less, in accordance with Figure d.	**AO3.4** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO3.5 Development is either: (a) set back from side boundaries to a distance within 20% of the average of	**AO3.5** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	other houses in the street that were built in 1946 or before; or (b) set back a minimum distance described by the Queensland Development Code for buildings where not on a small lot.		
PO4 Development: (a) does not allow car parking structures and areas to dominate the appearance and settings of the house when viewed from the street; (b) is designed to minimise the visual impact of garage doors and uses materials such as timber battens.	**AO4.1** Development is designed so that car parking structures are not located between the front facade of the building and the street.	**AO4.1** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO4.2 Development is designed to locate garages or carports at the rear, under or to the side of the building in accordance with Figure c and is either: (a) set back for the full depth of all open or enclosed verandahs on the upper level above in line with the original external wall; or (b) set back 1m from the upper level of the front exterior wall where there is no verandah.	**AO4.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO4.3 Development is designed so that car parking structures have a maximum total width of 6m.	**AO4.3** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO4.4 Development is designed so that garages or carports have a maximum roof pitch of 30º degrees.	**AO4.4** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO4.5 Development: (a) is designed so that driveways and parking areas: (i) comprise a minimum of 50% permeable surfaces such as car tracks, sleepers, pavers and gravel interspersed with soft landscaping; (ii) are not large expanses of bitumen and concrete; (b) ensures driveway areas between the kerb and the property line are completed in accordance with the Infrastructure design planning scheme policy.	**AO4.5** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO4.6 Development has a maximum driveway crossover width of 3.5m.	**AO4.6** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO5 Development with fencing that is visible from the street is designed so that the fencing: (a) is low and transparent; (b) complements the traditional fencing styles in the area.	**AO5** Development is designed so that front fences and return side fences forward of the main building are: (a) a maximum height of 1.2m; (b) of a timber paling and/or wire construction that complements the traditional character of the streetscape; (c) at least 20% transparent.	**AO5** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO6 Development: (a) incorporates landscaping that: (i) is consistent with the established landscape character of the area; (ii) accommodates the retention of existing vegetation; (b) ensures that site design integrates the retention of existing trees into the development, with new buildings, car parks and driveways located to allow for retention and long-term viability of significant on-site vegetation; (c) ensures that established significant vegetation removed or damaged is replaced with mature vegetation elsewhere on the site.	**AO6** No acceptable outcome is prescribed.	**AO6** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If the site does not contain a house built in 1946 or before			
PO7 Development ensures that the design of new buildings complements the character of houses in the street built in 1946 or before, in accordance with Figure e and Figure f.	**AO7.1** Development is designed so that roof forms are hips, pyramids or gables with a pitch of between 20º and 30º or within 10% of the pitch of houses in the street built in 1946 or before.	**AO7.1** The proposal retains the existing dwelling house constructed in 1946 or earlier in accordance with the existing approval.	☐Compliant ☒N/A ☐Performance Solution
	AO7.2 Development ensures a building contains a verandah facing the street of a similar configuration to those of houses in the street built in 1946 or before.	**AO7.2** The proposal retains the existing dwelling house constructed in 1946 or earlier in accordance with the existing approval.	☐Compliant ☒N/A ☐Performance Solution
PO8 Development provides new buildings that use traditional lightweight materials and architectural elements that are sympathetic to the buildings in the street built in 1946 or before.	**AO8** No acceptable outcome is prescribed.	**AO8** The proposal retains the existing dwelling house constructed in 1946 or earlier in accordance with the existing approval.	☐Compliant ☒N/A ☐Performance Solution
If the site contains a house built in 1946 or before			
PO9 Development has elements that contribute to the character of buildings built in 1946 or before if they can be seen from the street.	**AO9.1** Development is designed so that a building retains its original form, materials, proportions and external components, including: (a) the front wall, the roof form and side walls beyond, at least as far back as the ridge of the rear-most gable in a gable	**AO9.1** The proposal is limited to a boundary realignment and does not involve building work to a Dwelling house.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	roof house or the primary ridge for a hipped house roof; (b) buildings on a corner lot maintain the entirety of the existing roof form, and extensions are in the form of a pavilion; (c) external openings including any original window or door frames that are visible from the street; (d) side and front verandahs (including balustrading and decorative details).		
	AO9.2 Development ensures the original location and proportion of the front door to the house is retained as the main entrance.	**AO9.2** The proposal is limited to a boundary realignment and does not involve building work to a Dwelling house.	☐Compliant ☒N/A ☐Performance Solution
	AO9.3 Development ensures new windows and doors contained in any external wall visible from the main street frontage are: (a) of vertical proportions; (b) include a higher ratio of wall area to window or door; (c) of a style and construction and incorporate materials sympathetic with the era of the house built in 1946 or before.	**AO9.3** The proposal is limited to a boundary realignment and does not involve building work to a Dwelling house.	☐Compliant ☒N/A ☐Performance Solution
PO10 Development ensures:	**AO10** Development:	**AO10**	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) restumping, raising, lowering or building underneath a house built in 1946 or before is consistent with either: (i) the scale, form and height of adjacent houses built in 1946 or before; or (ii) the predominant scale, form, height and rhythm of houses in the street built in 1946 or before; (b) new ground level enclosures are recessed in line with the main building core as seen from the street.	(a) does not raise or lower houses by more than 750mm; (b) if involving closing in underneath a house built in 1946 or before: (i) is set back for the full depth of all open or enclosed verandahs on the upper level above in line with the original external wall; (ii) is set back 1m from the upper level of the front exterior wall where there is no verandah; (iii) is screened with a vertical timber batten frieze to minimise the visual impact of new built-in areas underneath; (iv) ensures timber or concrete stumps are used around the exterior of houses built in 1946 or before.	The proposal is limited to a boundary realignment and does not involve building work to a Dwelling house.	☐Performance Solution
If in the Corinda centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-002) or the Sherwood centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-003)			
PO11 Development protects the amenity of adjoining areas outside of the precinct by stepping down in height and scale to provide an appropriate interface.	**AO11** Development has a maximum building height that complies with Table 7.2.19.3.3.B.	**AO11** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO12 Development provides clear and safe pedestrian access to the Corinda railway station.	**AO12** Pedestrian connections are provided in accordance with Figure a.	**AO12** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO13 Development provides: (a) vehicle access from Browne Street to the Corinda library; (b) sufficient off-street parking for the Corinda library; (c) clear pedestrian access through the site from the Corinda railway station to the library.	**AO13.1** Development of Lot 3 on RP29567 provides vehicle access to the Corinda library from Browne Street.	**AO13.1** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO13.2 Development dedicates to Council a pedestrian pathway with a minimum width of 3.5m which provides access through the site from the Corinda railway station to the Corinda library, in the location indicated in Figure a.	**AO13.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
If in the District centre zone			
PO14 Development: (a) ensures coordinated and efficient development of the centre; (b) provides a safe and comfortable pedestrian environment and an attractive streetscape; (c) ensures vehicular access and parking does not dominate the streetscape.	**AO14** Development is located on a site with a minimum area of 1,200m^2 and a minimum frontage of 30m.	**AO14** The subject site is not located within the District centre zone. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO15 Development ensures the size and bulk of a building has a medium density form that promotes a compact centre and maximises its proximity to public transport.	**AO15** Development has a maximum gross floor area that is 150% of the site area.	**AO15** The subject site is not located within the District centre zone. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO16 Development with a frontage to a street or public space encourages pedestrian activity through the provision of intensive or interactive uses along the frontage.	**AO16** Development: (a) has a minimum of 20% of the gross floor area for non-residential centre activities; (b) is designed so that the ground storey facing the street is occupied by active commercial centre activities with a high level of pedestrian activity such as restaurants, shops or community activities; (c) ensures that the ground storey facade is set back no more than 3m except for vehicle access or deep planting; (d) has a ground storey with a minimum floor-to-ceiling height of 4m; (e) provides awnings over the footpath in accordance with the Infrastructure design planning scheme policy.	**AO16** The subject site is not located within the District centre zone. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO17 Development involving centre activities adjoining land in the Medium density residential zone minimises visual impacts from servicing and car parking.	**AO17** No acceptable outcome is prescribed.	**AO17** The subject site is not located within the District centre zone. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
If in the Honour Avenue centre precinct (Sherwood—Graceville district neighbourhood plan/NPP-004)			
PO18 Development is designed so that the Honour Avenue facade has a uniform alignment with all new development reflecting the dominant pattern of existing development.	**AO18** Development is built to the front boundary along Honour Avenue.	**AO18** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO19 Development: (a) minimises vehicular access points to properties fronting Honour Avenue; (b) uses opportunities to combine driveway access with that of existing development.	**AO19** No acceptable outcome is prescribed.	**AO19** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO20 Development is consistent with the form and height of existing buildings in the centre built in 1946 or before.	**AO20.1** Development ensures a building includes a front parapet above an awning along Honour Avenue.	**AO20.1** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO20.2 Development with a third storey is set back a minimum of 4m from the front boundary.	**AO20.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO21 Development provides pedestrian amenity along the footpaths.	**AO21** Development provides continuous awning cover along Honour Avenue.	**AO21** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
If in the Community hub precinct (Sherwood—Graceville district neighbourhood plan/NPP-005)			
PO22 Development locates car parking to avoid dominating the streetscape.	**AO22.1** Development locates parking at the rear of properties or underground.	**AO22.1** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO22.2 Development ensures vehicle access points are minimised, with provision of combined driveway access for properties where possible.	**AO22.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
If in the St Aidan's school precinct (Sherwood—Graceville district neighbourhood plan/NPP-006)			
PO23 Development: (a) does not impact adversely on the safety or operation of local roads, including the free flow of traffic; (b) encourages safe, convenient access by a range of transport modes by provision of adequate:	**AO23** No acceptable outcome is prescribed.	**AO23** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(i) car parking, including overspill parking for special events; (ii) passenger pick-up and set-down areas for vehicles; (iii) bicycle parking, lockers and changing facilities.			
PO24 Development is of a scale that is consistent with the area and protects the amenity of nearby landowners.	**AO24** Development ensures the height and location of buildings is in accordance with Figure g.	**AO24** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO25 Development ensures: (a) unreasonable adverse impacts on adjoining residential development are avoided; (b) fenestration and landscaping, including fencing, is designed to protect the privacy of adjoining residents.	**AO25.1** Development does not result in noise levels generated from the use that exceed the levels in the Noise impact assessment planning scheme policy.	**AO25.1** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO25.2 Development provides a landscape buffer 2m in width to any vehicle movement and parking areas along any residential boundaries.	**AO25.2** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO25.3 Development locates active outdoor activities away from adjoining residential development.	**AO25.3** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO25.4 Development provides screen fencing to a minimum height of 1.8m, and landscaping screening is provided to boundaries of adjoining residential land use.	**AO25.4** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO25.5 Development provides vehicle movement areas that are located a minimum of 3m from any adjoining residential development, or provides acoustic screening.	**AO25.5** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO25.6 Development provides a landscaped buffer zone along all street frontages, including 1.5m depth of landscaping along all boundaries with residential properties.	**AO25.6** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO26 Development incorporates subtropical design elements through the following measures: (a) high-quality subtropical design that maximises amenity, street activity and pedestrian connectivity; (b) ventilation in and around buildings using appropriate building forms, breezeways, open courtyards and landscaped areas;	**AO26** No acceptable outcome is prescribed.	**AO26** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) landscaping to promote Brisbane's subtropical climate and atmosphere.			
PO27 Development of buildings is finished with high-quality materials selected for their durability and the contribution made to the character of the school.	**AO27** No acceptable outcome is prescribed.	**AO27** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO28 Development of buildings avoids incorporating any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to any part of the locality.	**AO28** No acceptable outcome is prescribed.	**AO28** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
If in the Alan Fletcher Research Station/Montrose Access precinct (Sherwood—Graceville district neighbourhood plan/NPP-008)			
PO29 Development: (a) retains building footprints for existing structures; (b) is of a height and scale that is consistent with the predominantly low density residential character of surrounding areas; (c) does not have development footprints for proposed structures, car parking and servicing areas	**AO29** No acceptable outcome is prescribed.	**AO29** The subject site is not located within a precinct. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
with a total site utilisation greater than 45%; (d) provides adequate on-site parking; (e) provides a satisfactory buffer to the Brisbane River and waterways to protect and enhance their ecological values; (f) provides dedicated, public parkland along the Brisbane River frontage of the site; (g) provides pedestrian and bikeway connections or linkages within and to streets external to the site and to and within parkland; (h) provides adequate landscaping, particularly the provision of a landscaped buffer zone to the park and along the street frontages, including sufficient depth of landscaping along all boundaries with residential properties; (i) incorporates public open space that commemorates and provides public education of the site's historically significant use.			

3. Use / Development Codes

3.1 Subdivision Code

3.1.2 Performance Outcomes & Acceptable Outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: 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	Performance Solution - In accordance with the relevant assessment criteria under the Subdivision Code and Character residential zone code, a minimum lot size of 450m^2 is prescribed under the Character precinct of the Character residential zone. As illustrated above in Figure 5, the proposed subdivision results in lots that achieve a size of 412m^2. Notwithstanding, the proposal achieves a Performance Solution against PO1 of the Subdivision Code for the following reasons: ***a. Enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use*** • The subject site is located within a well-established area and therefore has adequate access to all necessary services, including Council's reticulated water, sewer, stormwater, electricity and telecommunications. As demonstrated in the civil engineering report, the proposal achieves a lawful point of discharge to the street's kerb and channel meeting the outcomes prescribed under the planning scheme. As such, the proposed development

	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.	is appropriate and achieves the standards required by the relevant planning scheme codes and policies for the residential subdivision use. ***b. Are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site*** • Character residential zone – The proposed residential subdivision over the site enables the future development of a new Dwelling house over the lot whilst retaining the existing pre-1946 Dwelling house, meeting the intended uses and overall outcomes of the Character residential zone. Furthermore, the proposed reconfiguration and sizing is consistent with the existing subdivision pattern and configuration within the immediate streetscape and locality. While the proposal falls short of the prescribed minimum lot size under the Character precinct, the overall outcome will be consistent with the community expectation and development pattern in the area. Furthermore, as demonstrated in the site analysis, the subject site is well-located within proximity to community facilities, centres, open space and public transport to support the proposal. Please refer to the table below for further details on surrounding small lot developments. • Sherwood-Graceville district neighbourhood plan – The resultant subdivision provides additional housing opportunities to service
	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:	the housing shortage within the locality without compromising the character of the street as the proposal retains the existing Pre-1947 Dwelling house. Furthermore, the development is consistent with the intended amenity, character and infrastructure assumption intended for the site. • <u>Traditional building character overlay</u> – The proposal continues to retain the existing Pre-1947 dwelling house over the site in accordance with the existing development approval. The boundary realignment provides a new opportunity for the site to enhance the traditional building character within the street. The vacant lot will be subject to further development assessment to ensure the design of the dwellings are in accordance with the outcomes identified within the Traditional building character (design) overlay code. To this end, the proposed subdivision provides the opportunity to achieve improved traditional building character that is aligned with the existing streetscape and character. ***c. Feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development*** The proposed configuration for the boundary realignment ensures the future allotment contains a rectangular dimension that allows the development for a new Dwelling house to meet the design requirements under the zone, overlay and

	• 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.	neighbourhood plan code. As illustrated in the concept layout below, the subject site can accommodate a new Dwelling house whilst achieving the performance and acceptable outcomes of the applicable assessment benchmarks. As such, the proposal provides an appropriate building envelope to accommodate for a future dwelling house in accordance with the intent of the zone and neighbourhood plan. ***d. Complement the streetscape, local context and character of the locality*** A review of the surrounding streetscape, local context and character of the locality highlights the abundance of residential lots within the Character (Character) residential zone and exceeds the minimum lot size of 450m^2. In view of the above, the proposed development achieves a lot size that is consistent with the prevailing context and character of the locality. Notably, there are also an abundance of 400m^2 lot sizes within the surrounding Low density residential zone. As such, the subdivision will compliment the existing streetscape through the retention of the existing Pre-1946 Dwelling house and provision of a vacant lot which will meet community expectation, and result in one (1) new dwelling house that display greater traditional building character. ***e. Address development constraints*** The subject site does not contain any significant development constraints as it is not identified within the Biodiversity areas overlay or Flood overlay. The site is marginally located within the edge of the

		Bushfire hazard overlay, however, the proposed vacant allotment from the boundary realignment will be located outside of the bushfire hazard overlay. The site contains various infrastructure and assets within the verge of the street, however the future driveways will be designed accordingly to ensure the relevant constraints within the verge are appropriately mitigated. In view of the above, the proposal achieves a Performance Solution against PO1 of the Subdivision Code, and the proposal satisfies the overall outcomes under the Character residential zone and the Sherwood-Graceville district neighbourhood plan code.
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 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.	**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 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	Complies – The proposal does not require excessive cut and fill. Please refer to the engineering report submitted as part of the application.

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.	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.	
	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.	
	AO2.4 Development does not involve the creation of canals or artificial waterways.	
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating:	**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.	AO3.1 – Complies – The site will provide for a kerb and channel in accordance with the planning scheme policy. AO3.2 – Complies – the allotment can achieve access in accordance with the TAPS PSP. AO3.3 - Complies – the allotment can achieve access in accordance with the TAPS PSP. AO3.4 – Complies – the allotment can achieve access in accordance with the TAPS PSP. AO3.5 – Complies – the allotment can achieve access in accordance with the TAPS PSP.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO3.3	

i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	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 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.	
	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.	
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; e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site.	AO4.1 – Complies – The proposal will be delivered in accordance with the relevant planning scheme policies. AO4.2 – The proposal achieves a lawful point of discharge to kerb and channel. AO4.3 – A corner truncation can be provided as required.
	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	Complies – The proposal does not result in a safe of health impact as a result of the subdivision – Boundary realignment.

	its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land; • 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	**AO6** No acceptable outcome is prescribed.	Complies – The proposal does not result in the creation of new lots, and does not result in an arrangement that is inconsistent with the character intended for the locality.

and overlays applicable to the site.		
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO7** No acceptable outcome is prescribed.	N/A – the proposal is not for a volumetric format plan subdivision.
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 – The proposal does not involve 2 or more zones, overlays or neighbourhoood plans.
	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. 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,	**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, 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;	N/A – The proposal does not exceed the thresholds identified under Section B

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.	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 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.	**AO10.1** Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or 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.	N/A – The proposal does not exceed the thresholds identified under Section B
	AO10.2 Development provides pathway links outside the road corridor that:	

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.	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: 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;	**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 – The proposal does not exceed the thresholds identified under Section B

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;	**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;	N/A – The proposal does not exceed the thresholds identified under Section B

i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.	ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	
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;	N/A – The proposal does not exceed the thresholds identified under Section B

	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 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;	**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 – The proposal does not exceed the thresholds identified under Section B

iii. street furniture and public signage; iv. utilities and other infrastructure.		
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 – The proposal does not exceed the thresholds identified under Section B
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 – The proposal does not exceed the thresholds identified under Section B
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	**AO17** Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	N/A – The proposal does not exceed the thresholds identified under Section B
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;	**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;	N/A – The proposal does not exceed the thresholds identified under Section C.

ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as 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	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 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.	

achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	**AO19.1** Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome	N/A – The proposal does not exceed the thresholds identified under Section C.
	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;	**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 – The proposal does not exceed the thresholds identified under Section C.

c. non-residential or high trip-generating uses immediately proximate to transport stops.		
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	**AO21.1** Development provides lots that are generally designed and positioned to locate: 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 – The proposal does not exceed the thresholds identified under Section C.
	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, 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	**AO22.1** Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18	N/A – The proposal does not exceed the thresholds identified under Section C.

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*.	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;	**AO23** Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:	N/A – The proposal does not exceed the thresholds identified under Section C.

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.	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.	
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 – The proposal does not exceed the thresholds identified under Section C.
	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 – The proposal does not exceed the thresholds identified under Section C.
	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 – The proposal does not exceed the thresholds identified under Section C.
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.	N/A – The proposal does not exceed the thresholds identified under Section C.
	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.	
	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*.	
	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*.	
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; 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;	**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 water asset.	N/A – The proposal does not exceed the thresholds identified under Section C.
	AO28.2	

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.	Development provides no more than 6 lots less than 180m^2 in a row. **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. **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.	
PO29 Development does not interfere with the safety and function of higher order roads.	**AO29** Development provides vehicle access from a minor road.	N/A – The proposal does not exceed the thresholds identified under Section C.

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 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.	Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval.	
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 – The proposal does not exceed the thresholds identified under Section C.
PO31 Development for industrial uses that are proposed to be serviced by a railway, road freight depot,	**AO31** Development provides lots that are arranged to:	N/A – The proposal does not exceed the thresholds identified under Section C.

intermodal terminal, airport or seaport maximises access to these facilities.	a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	
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 – The proposal does not exceed the thresholds identified under Section C.
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;	**AO33** No acceptable outcome is prescribed.	N/A – The proposal does not exceed the thresholds identified under Section C.

d. provides for reasonable buffers between any existing or potential incompatible land uses.		
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 subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	N/A – The proposal does not exceed the thresholds identified under Section C.

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*.	
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.	**AO36.1** Development ensures: a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals.	N/A – The proposal results in the creation of freehold lots.
	AO36.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	

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 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:	**AO37** No acceptable outcome is prescribed	N/A – The proposal results in the creation of freehold lots.

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.		
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 least 4m wide.	N/A – The proposal results in the creation of freehold lots.
	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.	

4. Secondary Codes

4.1 Filling and Excavation Code

Please refer to the Engineering Report submitted as part of the application.

4.2 Infrastructure Design Code

Please refer to the Engineering Report submitted as part of the application.

4.3 Landscape Work Code

The proposal is limited to a reconfiguration of a lot (2 into 2 lots). As such, the prescribed requirements within the Landscape Work Code are not applicable to the application.

4.4 Outdoor Lighting Code

The proposal is limited to a reconfiguration of a lot (2 into 2 lots). As such, the prescribed requirements within the Outdoor Lighting Code are not applicable to the application.

4.5 Stormwater Code

Please refer to the Engineering Report submitted as part of the application.

4.6 Transport, Access, Parking and Servicing Code

4.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(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:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(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	The proposed development achieves the overall outcomes of the Transport, Access, Parking & Servicing Code as follows: • The proposed design provides access, circulation and servicing arrangements that will adequately for the operation of the development; • The subject site is suitability located near public transport options to enhance the potential for trip making other than by private vehicle; • The proposed design provides safe access for all transport modes; • The proposal provides a safe and efficient access arrangement; • The proposal provides access, parking and servicing arrangements that do not adversely impact on neighbouring properties; • The proposal will continue to maximise 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; • Existing walking and cycle routes will be maintained. The scale of the proposal does not require cyclist and end-of-trip facilities; • The proposed design includes safe and appropriate servicing that does not negatively impact adjacent premises; • The proposed development does not negatively impact the safety, efficiency or capacity of the transport network.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
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.		

4.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**AO1** The proposal complies with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.	☒Compliant ☐N/A ☐Performance Solution
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.	**AO2** The proposed development is not considered major. As such, this element of the criteria is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety,	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access,	**AO3.1** The site access complies with the standards in the Transport, Access, Parking and Servicing planning scheme policy.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
efficiency, function, convenience of use or capacity of the road network.	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.	**AO3.2** The proposed development does not require an easement for vehicle access.	☐Compliant ☒N/A ☐Performance Solution
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	**AO4.1** The proposed development does not impact the existing walking and cycling routes which are sufficient for pedestrian and cyclist movement.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO4.2** The existing walking and cycle routes will be maintained.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO4.3** The existing walking and cycle routes will be maintained	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**AO5.1** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	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.	**AO5.2** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	**AO5.3** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	**AO5.4** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access,	**AO5.5** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	parking and servicing planning scheme policy.		☐Performance Solution
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.	**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.	**AO6** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
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.	**AO7** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
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.	**AO8** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO9 Development provides access driveways in the road area that are located, designed and controlled to:	**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).	**AO9.1** The proposed development is not a major development. As such, this element of the criteria is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(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.	**AO9.2** Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	**AO9.2** The proposed development includes a suitable access and servicing arrangement.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO9.3** The proposed development results in suitable sight distances from access points and intersections.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO9.4** The proposed access driveway is designed in accordance with the relevant standard.	☒Compliant ☐N/A ☐Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	**AO9.5** Not applicable as the proposed development does not involve a shared access arrangement.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	**AO10** The proposed development will ensure the closure of superseded access driveways and the reinstate of adjacent footpaths after construction. Such an outcome can be conditioned by Council accordingly.	☒Compliant ☐N/A ☐Performance Solution
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**AO11.1** The proposed design results in sight lines have been designed in accordance with the Transport, access, parking and servicing planning scheme policy.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO11.2** The proposed development does not require any convex mirrors.	☐Compliant ☒N/A ☐Performance Solution
PO12	**AO12**	**AO12**	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	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.	The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☒N/A ☐Performance Solution
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.	**AO13** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	**AO14.1** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO14.2 Development involving mixed use provides a non-residential car parking area	**AO14.2** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	with shared parking for all the businesses in the development.		☐Performance Solution
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.	**AO15** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
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	**AO16** The proposed design of supports CPTED through casual surveillance opportunities of common areas and minimises opportunities for graffiti with suitable exterior design.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.		
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;	**AO17** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.		
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.	**AO18** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
PO19 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.	**AO19.1** Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	**AO19.1** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	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.	**AO19.2** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO19.3 Development provides service areas for refuse collection in compliance with the	**AO19.3**	☒Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☒N/A ☐Performance Solution
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.	**AO20** The proposal is for a reconfiguration of a lot. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
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 on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (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	**AO21.1** Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access,	**AO21.1** The proposed development is not required to be serviced by the abovementioned vehicles. As such, this element of the criteria is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	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.	**AO21.2** The proposed development is not freight dependent. As such, this element of the criteria is not applicable.	☐Compliant ☒N/A ☐Performance Solution

4.7 Wastewater Code

4.7.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Wastewater code is to assess the suitability of an on-site wastewater system for development on land outside of sewered area.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development incorporates an on-site wastewater system that is suited to the site and the nature of the development. (b) Development does not adversely impact the environmental values of surface water and groundwater as a result of the installation and operation of an on-site wastewater system. (c) Development does not increase the public health risk due to normal operation or any foreseeable circumstances. (d) Development incorporates measures for sustainable use of effluent to irrigate plants via a sub-surface irrigation system.	The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution

4.7.2 Performance Outcome and Acceptable Outcome

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures that the intensity and scale of the change of use of premises does not: (a) increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality; (b) increase any health risks during a system failure; (c) deteriorate the water quality of existing or proposed water supplies; (d) limit the sustainable disposal of domestic effluent.	**AO1** Development ensures that the proposed disposal system complies with the requirements of: (a) the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*; (b) AS/NZS 1547:2012 On-site domestic wastewater management; (c) *Plumbing and Drainage Act 2018;* (d) the Queensland plumbing and wastewater code.	**AO1** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution
PO2 Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient	**AO2.1** Development is on a lot with a minimum size of 2,000m^2 or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater.	**AO2.1** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
disposal of domestic effluent in a manner that: (a) minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments; (b) limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.	**AO2.2** Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the: (a) secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; (b) *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*; (c) AS/NZS 1547:2012 On-site domestic wastewater management, (d) Plumbing and Drainage Act 2018; (e) Queensland plumbing and wastewater code.	**AO2.2** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution
	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: (a) with a slope of less than 15%, or where the land is terraced to receive the full disposal area; (b) no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; (c) above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level;	**AO2.3** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(d) no closer than 25m to a cut or embankment.		
	AO2.4 Development ensures that the proposed sub-surface on-site effluent disposal system is not located: (a) on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; (b) within 0.6m of a permanent watertable; (c) within 1m of bedrock; (d) on land composed mainly of sand, gravel, fractured rock or heavy clay.	**AO2.4** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution
	AO2.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	**AO2.5** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution
	AO2.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	**AO2.6** The subject site is located within sewered areas. Please refer to the civil engineering report submitted as part of the application.	☒Compliant ☐N/A ☐Performance Solution

5. Overlay Codes

5.1 Bushfire Hazard Overlay Code

5.1.1 Performance Outcome & Acceptable Outcome

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: c. minimises the bushfire hazard; d. maximises the protection of life and property from bushfire; e. addresses the bushfire hazard determined by a bushfire hazard assessment; f. where not in compliance with an approved bushfire management plan or development footprint: a. achieves a bushfire attack level that is less than or equal to BAL-29; or b. achieves a bushfire attack level that is less than or equal to BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals	**AO1.1** Development is designed and sited in compliance with: • an approved bushfire management plan relevant to the full nature of the uses, which identifies the level of bushfire hazard and the location of hazardous vegetation affecting the development; or • an approved development footprint identifying the development footprint plan and bushfire management footprint plan; or • a bushfire hazard assessment and bushfire management plan prepared in accordance with the Bushfire planning scheme policy which: ○ is undertaken by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation;	Complies – The subject site is only marginally encumbered within the bushfire hazard area. The boundary realignment will not result in the increase to risk for bushfire hazard.

exceeding amount specified in Table 8.2.5.3.D; or c. if on a site of an existing premises and not a vulnerable use, difficult to evacuate use, assembly use, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amounts specified in Table 8.2.5.3.D: i. does not extend beyond the bounds of the existing development footprint; ii. does not increase the GFA by 10% or 100m^2, whichever is the greater; iii. does not involve a new use on the site; iv. is supported by a bushfire risk assessment prepared by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation, which demonstrates that the bushfire risk is acceptable. Note—Bushfire hazard is generally assessed based on the vegetation existing on site, adjacent and nearby to the site at the time of application. However, the level of bushfire hazard posed by any	○ determines the relevant bushfire attack level for that part of the site in which development is proposed; ○ identifies the location of hazardous vegetation that poses a bushfire risk to the development. Note—Where a bushfire hazard assessment determines that the bushfire hazard for the part of the site in which development is proposed is 'low', no further assessment against this code is required. Note—A 'low' bushfire attack level must not be assumed for development in the Potential impact sub-category and in any areas subject to revegetation or regrowth vegetation even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—A bushfire management plan is to be prepared having regard to any bushfire hazard assessment undertaken to prepare a neighbourhood plan. Note—Any bushfire management zone, asset protection zone or similarly defined area	

areas subject to revegetation or regrowth vegetation is assessed as if that area had reached its mature state. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—Where a bushfire risk assessment is required it must be carried out in accordance with the State Planning Policy and the National Emergency Risk Assessment Guidelines prepared by the Australian Institute of Disaster Resilience.	approved as part of a bushfire management plan used for bushfire management purposes is considered to be a bushfire management footprint plan. A building protection zone can compromise both the development footprint plan and the bushfire management footprint plan. **AO1.2** Development where not in compliance with an approved bushfire management plan or development footprint identifying the development footprint plan and bushfire management footprint plan: f. achieves a bushfire attack level that is less than or equal to: i. BAL-29; or ii. BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding the amount specified in Table 8.2.5.3.D. Note—Bushfire attack level (BAL) is the radiant heat flux that will be experienced during a bushfire and is a measure of heat energy impact expressed as kW/m2. BAL is measured within the area of the nominated development footprint plan and excludes the area of any bushfire management footprint plan.	

If for development other than reconfiguring a lot		
PO2 Development other than an extension to an existing building is sited, designed and maintained taking account of all relevant factors affecting the bushfire hazard on the site, including site topography, aspect, location and type and structure of vegetation to: d. minimise the number of buildings and people working, living or visiting a site exposed to bushfire risk; e. protect life during bushfire; f. increase the survival of buildings and structures during a bushfire; g. minimise bushfire risk from build-up of fuels around buildings and structures. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO2.1** Development is: c. sited in compliance with an approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan relevant to the full nature of the use; or d. if there is no approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan, where on a lot greater than 10 hectares, located in the area of lowest risk from bushfire on the site; and e. if there is no approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan, where on a lot greater than 2,500m^2: a. located away from ridgelines in compliance with Figure a; b. located on land with a gradient less than 15%; c. preferably located on east- to south-facing slopes and avoiding north- to west-facing slopes unless the slope is clear of vegetation and is not located in	N/A – the proposal is for a reconfiguring a lot.

	the High hazard buffer area sub-category or the Medium hazard buffer area sub-category. **AO2.2** Development is sited within a building protection zone extending a minimum of 20m from the outermost projection of the main building or any habitable structure or to the maximum extent possible on sites less than 2500m^2 where a building protection zone would extend into neighbouring properties; and c. clusters buildings and structures in the building protection zone; d. designs the inner 10m of the building protection zone to maintain a very low fuel state in the first 10m, and a fuel-reduced state to the extent of the building protection zone, in compliance with Figure b and Figure c. Note—The building protection zone includes the dwelling and all ancillary structures and may extend to a road or a building protection zone in an adjoining site.	
PO3 Development utilises fencing that: h. does not contribute to the spread of bushfire; i. in an urban area or in proximity to accommodation uses, contributes to reducing bushfire hazard to a building; j. facilitates the safe movement of fauna.	**AO3.1** Development for a fence within 20m of any building used for accommodation comprises non-combustible or fire retardant materials. **AO3.2** Development for a fence:	N/A – the proposal is for a reconfiguring a lot.

	h. incorporates gaps and spacing to allow the safe movement of fauna; or i. is designed to enable fauna to climb the fence.	
PO4 Development ensures that the location, siting, and design of development and associated driveways and access routes: e. avoid potential for entrapment during a bushfire; f. facilitate safe and efficient emergency services to access and egress the site during a bushfire; g. enables safe evacuation of the site during a bushfire for site occupants. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	**AO4** Development ensures that: d. the length of driveways or access routes does not exceed 70m between the most distant part of any occupied building and the nearest part of the public road; or e. where the length of the driveway or access route exceeds 70m: a. the driveway or private access route design meets the requirements of emergency vehicles in compliance with Table 8.2.5.3.C; b. the driveway or access route provides all weather access for two-wheel-drive vehicles; c. where relying on a private access route or driveway longer than 200m to reach a public road, a safe alternative access and egress route is provided.	N/A – the proposal is for a reconfiguring a lot.
PO5 Development has adequate road access to the site for emergency vehicles and safe evacuation in a bushfire.	**AO5** Development has frontage to a constructed, all-weather public road capable of carrying emergency service vehicles.	N/A – the proposal is for a reconfiguring a lot.
PO6	**AO6**	N/A – the proposal is for a reconfiguring a lot.

Development makes adequate provision for fire-fighting requirements, including water supply.	Development ensures that: c. a reliable reticulated water supply and water pressure is available for fire-fighting requirements with water supply and pressure, which is in compliance with the standards specified by the relevant utilities provider; or: d. where sufficient reticulated water supply is not available for: a. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank; or b. development other than for residential lots involving new premises or an existing premises with a gross floor area greater than 50m^2, on-site water storage is provided which is appropriate to the use, according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres. Note—Water supply for fire fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming pools, creeks and dams should not be	

	used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions.	
PO7 Development ensures that the water supply provided for fire-fighting is safely located and freely accessible for fire-fighting purposes at all times.	**AO7** Development, for which sufficient reticulated water supply is not available, provides: g. a water supply outlet located away from any potential fire hazards, such as gas bottles; h. a hardstand area of 11m by 3.5m for fire-fighting vehicles within 2m of the water supply outlet; i. tanks on the bushfire hazard side of the buildings with adequate shielding for the protection of fire fighters; j. pumps which are shielded from bushfire hazard; k. an outlet pipe which is 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting); l. that any underground tank for fire-fighting purposes has an access hole of 200mm to allow a tanker to refill direct from the tank; m. that any above-ground water tank is made of concrete or metal and its stand is protected from bushfire hazard; n. that all above-ground water pipes external to the building are metal, including and up to any taps.	N/A – the proposal is for a reconfiguring a lot.

	Note—Plastic tanks are not to be used.	
Additional performance outcomes and acceptable outcomes for all development in the Biodiversity areas overlay if on a site larger than 2,500m^2		
PO8 Development through the siting, design, and construction of buildings, access routes and fire maintenance trails, and ongoing site management: c. provides effective separation from sources of bushfire risk; d. responds to the bushfire risk in that location; e. maintains the safety and protection of people and property over time; f. maximises the protection of vegetation in areas of high biodiversity value. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome that ensures: d. ongoing site management, such as the bushfire risk to buildings, does not increase beyond the standard to which they have been designed and constructed; e. appropriate design and maintenance of the site, and access routes and driveways.	**AO8** Development locates building protection zones as shown on Figure b and Figure c, driveways and access routes and any fire maintenance trails: • outside of the Biodiversity areas overlay; or • within the existing disturbed, degraded or cleared areas, using natural fire breaks to avoid vegetation clearing and to avoid or otherwise minimise fragmentation or incursions into a habitat area, fauna movement corridor or remnant vegetation.	N/A – the proposal is for a reconfiguring a lot.
Section B—If for assessable development other than ROL		
PO9 Development:	**AO9.1** Development:	N/A – the proposal is for a reconfiguring a lot.

d. provides for safe and efficient evacuation and emergency services access to the site during a bushfire; e. does not concentrate large numbers of people or locate significant worker or resident populations in an area of bushfire hazard; f. avoids locating the following uses in an area of bushfire hazard: a. vulnerable uses; b. difficult to evacuate uses; c. assembly uses. Note—This includes consideration of appropriate alternative shelter for vulnerable uses, management of health and wellbeing requirements during evacuation, safe site operation, and access and egress arrangements in bushfire events. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	d. does not increase the number of people living, working on or visiting the site by more than 10%; or e. increasing the number of people living, working on or visiting the site, or vulnerable uses, difficult to evacuate uses or assembly uses by more than 10%, implements the recommendations of an approved bushfire management plan, which identifies measures that address the identified bushfire risk relevant to the development. **AO9.2** Development provides alternative access routes that meet the road design requirements of items 1—7 in Table 8.2.5.3.C, for the following: e. an extension to existing premises which increases the number of people living, working on or visiting the site by more than 10%; f. the introduction of vulnerable, difficult to evacuate or assembly uses.	
Additional performance outcomes and acceptable outcomes if involving storage or handling on site of hazardous chemicals in quantities that would be equivalent to or exceed the threshold quantities set out in Table 8.2.5.3.D		
PO10 Development does not cause: c. unacceptable risk to people, property and the environment due to the impact of	**AO10** Development for storage or handling of hazardous chemicals: d. is not located within the bushfire overlay; or	N/A – the proposal is for a reconfiguring a lot.

bushfire on the storage or handling on site of hazardous chemicals; d. excessive danger or difficulty to emergency services for emergency response or evacuation.	e. complies with an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure the development: e. mitigates the bushfire risk relevant to the development; f. does not pose an unacceptable risk to people, public health and safety or risk environmental harm; g. does not present significant difficulties to emergency services for emergency response or evacuation. Note—Bushfire management plans and site-based risk assessments are prepared in accordance with the Bushfire planning scheme policy. Guidance on the preparation of a hazard and risk analysis is provided in the Industrial hazard and risk assessment planning scheme policy. Note—Any risk mitigation measures, including construction of underground tanks or fire-protected above-ground tanks or package stores, are in compliance with AS 1940-2004 The storage and handling of flammable and combustible liquids.	
Additional performance outcomes and acceptable outcomes for essential community infrastructure		
PO11 Development for essential community infrastructure is located, designed and sited to:	**AO11** Development for essential community infrastructure:	N/A – the proposal is for a reconfiguring a lot.

d. protect the safety of people during a bushfire; e. not create or increase the exposure of people to an unacceptable risk from a bushfire; f. minimise the risk to vulnerable populations from a bushfire; g. mitigate the impacts on the community and environment from the effects of a bushfire on the development.	• is ancillary to and not relied on for the provision of the essential service during a bushfire; or • implements an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that: ○ ensure the development allows for safe and efficient emergency access and site evacuation during a bushfire; ○ do not pose an unacceptable risk to people on a premises during a bushfire; ○ ensure the development is not at risk of failure during a bushfire which results in health or safety risks or adverse environmental impacts; ○ enable people and property to be defended safely and effectively from a bushfire.	
PO12 Development for essential community infrastructure is able to function effectively during and immediately after bushfire events.	**AO12** Development for essential community infrastructure: h. is ancillary to and not relied upon for the provision of the essential service during a bushfire; or i. containing elements vital to the function of the essential service during a bushfire	N/A – the proposal is for a reconfiguring a lot.

	is not located in the Bushfire overlay area; or j. implements an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure that: a. essential community infrastructure is able to function during bushfire events; b. access necessary to maintain safety or function of the development is not compromised by a bushfire; c. mitigation measures are not unduly reliant on human activation to respond to a bushfire; d. the safe storage of valuable records or items of cultural or historical significance, including storage of public records under the *Public Records Act 2002*, is able to be maintained during a bushfire event.	
Additional performance outcomes and acceptable outcomes if for landscaping or a park landscape plan is a requirement for development		
PO13 Development provides landscaping that does not create an unacceptable risk to people or property	**AO13** Development is in compliance with a landscaping plan which:	N/A – the proposal is for a reconfiguring a lot.

and provides for ongoing management of risk to the development and people from a bushfire.	c. is prepared in compliance with an approved bushfire management plan; d. preserves the requirements of any building protection zone; e. does not increase the exposure of a habitable building not located in a building protection zone to a bushfire hazard. Note—The requirements of a building protection zone are shown in Figure b and Figure c.	
PO14 Development for a park is designed so that the park: c. is practical to maintain and requires minimal resources to be restored to its designed function and condition after a bushfire; d. provides for safe and efficient site evacuation and efficient emergency services access avoiding potential for entrapment during a bushfire; e. does not place unacceptable bushfire risk on an adjoining or nearby site, people and assets; f. provides efficient access for fire fighting; g. provides ongoing protection from bushfire for major park assets and buildings. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	**AO14** Development provides a park landscape plan that complies with a bushfire management plan prepared in accordance with the Bushfire planning scheme policy.	N/A – the proposal is for a reconfiguring a lot.

Section C—If for ROL		
PO15 Development does not materially increase the number of premises exposed to unacceptable risk during bushfire events.	**AO15** Development does not materially increase the number of people living or working in the Bushfire overlay area.	Complies – The proposal does not increase the number of people working or living within the bushfire overlay area. As illustrated in the mapping, only a marginal corner of the site is affected by the overlay.
PO16 Development is designed to: k. mitigate the risk of bushfire hazard to each lot; l. limit the spread of bushfire; m. achieve and maintain sufficient separation distance between development and hazardous vegetation to minimise bushfire hazard to future buildings during a bushfire; n. allow for emergency services access; o. locate buildings within a building protection zone Note—Lot size, location, configuration, dimensions and building measures are balanced to achieve an acceptable level of risk to future occupants. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	**AO16** Development requires that lot number, size, shape and layout allow for the siting of future buildings within the lowest hazard locations on the site being located: l. within a building protection zone in accordance with Figure b and Figure c; m. away from ridgelines and hilltop sites in compliance with Figure a; n. on land with a gradient less than 15%; o. preferably on east to south facing slopes and avoiding north to west facing slopes unless the slope is clear of vegetation and is not located in the High hazard buffer area sub-category or Medium hazard buffer area sub-category.	Complies – The proposal does not increase the number of people working or living within the bushfire overlay area. As illustrated in the mapping, only a marginal corner of the site is affected by the overlay.
PO17 Development promotes safe site access, avoids creating a potential entrapment situation and	**AO17** Development provides a lot layout which:	Complies – The boundary alignment for the vacant lot is located wholly outside the bushfire hazard area.

supports accessibility and manoeuvring for fire fighting during bushfires. Note—This includes easements and boundary realignments. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	c. provides direct road access and egress for new lots to public roads, rather than the creation of easements; d. in an urban category, avoids creating a new lot less than or equal to 2,500m^2 which directly adjoins hazardous vegetation; e. in an urban category, locates a future building protection zone to avoid a driveway of longer than 70m from the road frontage to a habitable building; f. in a rural category, provides for an alternative access where the private access roads or driveways are longer than 200m to reach a public road.	
PO18 Development ensures that the road layout and design provides: g. efficient emergency services access to sites and manoeuvring within the subdivision; h. safe and efficient movement of residents, workers and visitors out of the subdivision and away from an approaching bushfire; i. safe and efficient movement of emergency services into the subdivision; j. alternative egress routes considering the most likely bushfire scenarios; k. ongoing availability and maintenance of access and egress routes for the purposes of evacuation and emergency services access.	**AO18.1** Development involving a new road or fire maintenance trail is designed and constructed in compliance with: c. Table 8.2.5.3.C; or d. an approved bushfire management plan. **AO18.2** Development has a road layout and design which: d. provides for alternative access routes to the subdivision, by public roads that meet the requirements in Table 8.2.5.3.C and are able to access the arterial road network; e. excludes cul-de-sacs, except where a perimeter road with a cleared width of	N/A – the proposal does not involve a new road.

Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	20m isolates the development from hazardous vegetation; f. does not include dead-end roads or if a dead-end road is unavoidable, it is a maximum of 60m long, or 200m where located in the Environmental management zone, Conservation zone, Rural zone, or Rural residential zone, and an alternative emergency evacuation and egress route away from the most likely source of bushfire risk is provided for lots where multiple road access or exit points are not possible; g. links road within the subdivision to, or provides for future links to roads in adjacent subdivisions. Note—Where staged development occurs or development is in accordance with an approved master plan, a temporary perimeter road may be considered, subject to availability of reticulated water supply.	
PO19 Development involving new premises provides adequate infrastructure to support fire fighting.	**AO19.1** Development involving new premises ensures that: c. lots have access to reticulated water supply and water pressure available for fire-fighting requirements with water supply and pressure that accord with the standards specified by the relevant utilities provider; or	Complies – the site is well-connected to fire fighting infrastructure.

	d. where reticulated water supply is not available for: a. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank; b. development other than residential lots, onsite water storage is provided which is appropriate to the proposed future use according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres. Note—Water supply for fire-fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming pools, creeks and dams should not be used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions. **AO19.2** Development provides fire hydrants in accordance with Central SEQ Distributor-Retailer Authority, Queensland Urban Utilities	

	(incorporating Water Services Association of Australia) standards.	
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category		
PO20 Development is designed and constructed to reduce vulnerability to bushfire attack and addresses the bushfire hazard by a bushfire hazard assessment that: g. utilises a fit for purpose methodology prepared in accordance with the State Planning Policy — State interest technical manual — Natural hazards, risk and resilience; h. includes the following measures and inputs: a. potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation; b. a published vegetation hazard classification dataset from the relevant fire authority; c. forest fire danger index of 54 (AEP 5%); d. potential flame length; e. potential rate of fire spread. i. is undertaken by a person suitably qualified and experienced with technical expertise in the field of bushfire hazard identification	**AO20.1** Development is designed and sited in compliance with an approved bushfire management plan relevant to the full nature of the uses, which identifies the level of future bushfire hazard and the location of future hazardous vegetation affecting the development. Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. **AO20.2** Development other than ROL determines bushfire attack level using: k. potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation; Note—In the absence of an approved rehabilitation and revegetation plan refer to Figure d—Regional ecosystem vegetation communities. c. a published vegetation hazard classification dataset from the Relevant fire authority;	N/A – the subject site is not located within the potential impact sub-category.

and mitigation, including protection of biodiversity values; j. determines the relevant bushfire attack level for that part of the site in which development is proposed. Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.	d. forest fire danger index of 54 (AEP 5%). Note—Revegetation and regrowth vegetation may be planned within the Potential impact sub-category on both private and public lands. The level of bushfire hazard posed by any areas subject to revegetation or regrowth vegetation is to be assessed as if that area had reached its mature state. A 'low' bushfire attack level must not be assumed in these locations even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959-2009 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.	

5.2 Community Purpose Network Overlay Code

5.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) This code applies to assessing development in the Community purposes network overlay, if: **(a) 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** **(b) impact assessable development.**		
(2) Land within the Community purposes network overlay is identified on the Community purposes network overlay map and is included in the following sub-categories: **(a) Existing trunk park sub-category;** **(b) Existing non-trunk park sub-category;** **(c) Existing community facilities and land for community facilities sub-category;** **(d) LGIP planned land for community facilities specific location sub-category;** **(e) LGIP planned park acquisition specific location sub-category;** **(f) LGIP planned park upgrade specific location sub-category;** **(g) LGIP planned park embellishment specific location sub-category;** **(h) LGIP planned corridor park specific location sub-category;** **(i) Long term land for community facilities specific location sub-category;** **(j) Long term park specific location sub-category;** **(k) Long term corridor park specific location sub-category.**		
(3) When using this code, reference should be made to section 1.5 and section 5.3.3.		
The purpose of the Community purposes network 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, Element 4.2 – Brisbane's other infrastructure networks and Element 4.3 – Brisbane's coordinated infrastructure planning and delivery;	The proposed development achieves the overall outcomes of the Community Purposes Network Overlay as follows: • The subject site is not identified as requiring any community infrastructure items; • The proposed development does not negatively impact or compromise the provision of community infrastructure.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(ii) Theme 5: Brisbane's CityShape and Element 5.6 – Brisbane's Greenspace System. (b) Provide for the assessment of the suitability of development in the Community purposes network overlay. The purpose of the code will be achieved through the following overall outcomes: (a) Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the Local government infrastructure plan. (b) Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the Long term infrastructure plans. (c) Development which provides existing and planned infrastructure for the Community purposes network in the Local government infrastructure plan ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets. (d) Development does not compromise the completion of the Community purposes network.		

5.2.2 Performance Outcome and Acceptable Outcome

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category			
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	**AO1** Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy	**AO1** The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.	☐Compliant ☒N/A ☐Performance Solution
PO2	**AO2**	**AO2**	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.	No acceptable outcome is prescribed.	The subject site is not identified as requiring infrasturcutre in the Local government infrastructure plan or overlay mapping.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; o (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	**AO3** Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	**AO3** The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.	☐Compliant ☒N/A ☐Performance Solution
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category			
PO4 Development which is assumed future urban development provides the	**AO4** Development which is assumed future urban development provides land for	**AO4**	☒Compliant ☐N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	The subject site is not identified as requiring community infrastructure items as described by the LGIP.	☐Performance Solution
PO5 Development provides for the payment of additional trunk infrastructure costs for the following:	**AO5** No acceptable outcome is prescribed.	**AO5** The subject site is not identified as requiring community infrastructure items as described by the LGIP.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development.			
PO6 Development protects land for community facilities shown on the Community purposes network overlay	**AO6** Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:	**AO6** The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	(a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.		

5.3 Road Hierarchy Overlay Code

5.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(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 networks 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.	The proposed development is compatible with the surrounding road hierarchy and 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. The proposal is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.	☒Compliant ☐N/A ☐Performance Solution

5.3.2 Performance Outcome & Acceptable Outcome

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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 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	**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.	**AO1.1** The proposal ensures access is provided from a suitable road hierarchy.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO1.2** The proposal does not seek to provide access from a primary freight route.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO1.3** The proposal seeks to provide access from the lowest order of road in accordance with the Road Hierarchy Overlay.	☒Compliant ☐N/A ☐Performance Solution
	AO1.4	**AO1.4**	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
not inhibit transport system operation.	Development ensures that a turn to and from a major road is restricted to a left turn only.	Any access to a major road will be restricted to a left turn only.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO.51** The proposal will seek access from the lowest order road.	☒Compliant ☐N/A ☐Performance Solution
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.	**AO2.1** The proposed development achieves an access which is consistent with the amount of traffic expected of the road hierarchy.	☒Compliant ☐N/A ☐Performance Solution
	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.	**AO2.2** The proposal does not involve a major development, access to a major road nor within 100m of a signalised intersection.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	**AO3** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	☒Compliant ☐N/A ☐Performance Solution
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	**AO3A** No acceptable outcome is prescribed.	**AO3A** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.			
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:	**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.	**AO4** The site is not located adjacent to a planned infrastructure corridor.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(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.			
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: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	**AO5** The proposal is designed in a manner to preserve the functionality of the road hierarchy.	☐Compliant ☒N/A ☐Performance Solution
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,	**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.	**AO6.1** The proposal does not change the road hierarchy.	☐Compliant ☒N/A ☐Performance Solution
	AO6.2	**AO6.2** The proposal does not change the road hierarchy.	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	Development preserves the function of the road hierarchy and addresses all impacts on the road network.		☒N/A ☐Performance Solution
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant	**AO7** Development ensures that residential lots are laid out to ensure a future use does not	**AO7** The proposal does not change the road hierarchy.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	directly ingress from or egress to a major road.		☐Performance Solution
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	**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.	**AO8** The proposal does not change the road hierarchy.	☐Compliant ☒N/A ☐Performance Solution

5.4 Streetscape Hierarchy Overlay Code

5.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: **(a) Implement the policy direction in the Strategic framework, in particular:** (iii) **Theme 2: Brisbane's outstanding lifestyle and Element 2.1– Brisbane's identity;** (iv) **Theme 4: Brisbane's highly effective transport and infrastructure networks 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	The proposal ensures that the verge is wide enough to include consistent and high-quality treatments with improved footpaths to support pedestrian movement accommodate large subtropical street tree plantings where required. Existing street trees will be retained where possible.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
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.	The proposal will protect and contribute to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods and maintain options for the safe movement of wildlife along a corridor.	

5.4.2 Performance Outcome & Acceptable Outcome

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**AO1** The subject site is located within an established urban area. The existing verge will be retained.	☒Compliant ☐N/A ☐Performance Solution
PO2	**AO2.1**	**AO2.1**	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	Development ensures that existing street trees are retained and protected.	The proposal will ensure that street trees are protected and retained where possible.	☐Compliant ☐N/A ☐Performance Solution
	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.	**AO2.2** Any streetscape works will be carried out in accordance with the requirements outlined in the acceptable outcome. This requirement can be conditioned by Council.	☒Compliant ☐N/A ☐Performance Solution
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	**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.	**AO3.1** The proposal will provide a corner truncation in accordance with the PSP.	☒Compliant ☐N/A ☐Performance Solution
	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	**AO3.2** The proposal will provide a corner truncation in accordance with the PSP.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
public art that integrates with the public realm.	streetscape locality advice standards in the Infrastructure design planning scheme policy.		
	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.	**AO3.3** The proposal will provide a corner truncation in accordance with the PSP.	☒Compliant ☐N/A ☐Performance Solution
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: (iv) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (v) achieve physical separation of native wildlife and the road; (vi) adopt designs and treatments known to be used by native species, including significant fauna species	**AO4** The subject site does not require a cross block link as identified on the Streetscape hierarchy overlay map. Therefore, this outcome is not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	listed in the Biodiversity area overlay code.		