

BCC DS
LODGED
 20/03/2025
APPLICATION REF
 A006738631

7.2.18.4 Rochedale urban community neighbourhood plan code

Overall Outcomes	Response
a. The Rochedale urban community ('Rochedale') is developed as an integrated and master-planned urban community with a mix of uses. These include a range of residential, commercial, industrial and educational uses.	Complies The proposed new road will provide for the continuation of the established pattern of development and infrastructure networks within Rochedale. It seeks to facilitate a new district road connection and the Interim Intersection Road Layout at Gardner Road-Prebble Street.
b. Rochedale will mainly comprise residential areas in a series of neighbourhoods, each with a neighbourhood centre that acts as a focal point. There will be a mix of residential types, sizes, tenure and densities providing housing choice and affordability for all stages of the life cycle to meet diverse community needs. Affordable housing is encouraged through development bonuses. The interface between higher densities and lower densities is managed through building heights decreasing with increasing distance from centres and major roads.	Not Applicable The proposed development does not involve residential uses. It seeks to facilitate a new district road and the Gardner Road-Prebble Street intersection.
c. Multiple dwellings are not accommodated in the Low density residential zone, including where in a precinct.	Not Applicable The proposed development does not involve multiple dwellings.
d. The range of commercial areas maximises the opportunities for local employment, to provide superior business settings and cluster compatible businesses and services.	Not Applicable The proposed development does not seek approval for land uses or built form.
e. Koalas and their habitats are protected.	Complies The proposed development seeks to facilitate a new district road connection and the Gardner Road-Prebble Street intersection. The proposal does not adversely affect koalas and their habitats as the site is predominantly clear of vegetation.
f. Existing vegetation in parks is retained to provide amenity as well as retain elements of the Rochedale cultural landscape. Opportunity exists for the re-alignment of the local park to the south-east of the Rochedale Road and Ford Road intersection to include an existing mature orchard.	Not Applicable The proposed development does not involve a park.
g. Development incorporates innovative integrated water management strategies which contribute to making Rochedale water efficient.	Not Applicable The proposal is for new road only.

<p>h. Core and fringe waterway corridors are located along the existing creek networks of Rochedale and provide for multifunctional uses. Through rehabilitation:</p> <ul style="list-style-type: none"> (i) the core waterway corridor provides for water conveyance, protection of waterway health, wildlife movement, vegetation protection, urban amenity and low-impact recreation; (ii) the fringe waterway corridor, located either side of the core waterway corridor and protecting the core waterway corridor from adverse impacts; (iii) provides for pedestrian/cycle movement, essential infrastructure and where shown, local parks. 	<p>Not Applicable The proposed development seeks to facilitate a new district road connection and the Gardner Road-Prebble Street intersection. The proposed development is located outside of the mapped waterway corridor.</p>
<p>i. Where safe traffic operation allows, direct lot access will be encouraged to create active frontages and social interaction, streetscape amenity and safety. Direct lot access is not appropriate on the major roads.</p>	<p>Complies The existing lot will have direct access from the proposed new road. The access location will be subject to a future development application/s.</p>
<p>j. The focus of the public transport system in Rochedale will be the Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001). However, the further development of the South East Busway is likely to create a new busway station on Underwood Road. This will provide an opportunity for the surrounding community to receive a much higher level of service.</p>	<p>Not Applicable The proposed development is not located in the Town centre precinct.</p>
<p>k. Land to the east of Rochedale around Ford Road, Alperton Road and Kloske Road supports valued wildlife. The road network must be designed to direct through-traffic away from this area.</p>	<p>Not Applicable The proposed development is not located around Ford Road, Alperton Road and Kloske Road.</p>
<p>l. The enhancement of movement system connectivity between Rochedale and communities to the west is to be considered in future movement system planning for the area. In particular, improved public and active transport connections are strongly encouraged. Enhancements to the general road system will focus on improving network efficiency and capacity along existing road corridors such as Mt Gravatt-Capalaba Road and Miles Platting Road.</p>	<p>Complies The proposed development seeks to facilitate a new district road connection and the Gardner Road-Prebble Street intersection. External streetscape works are proposed and include footpath, verge and curb treatments, lighting, street trees and cycle paths. The proposed new road will contribute to active transport connections and also enhance the existing road network.</p>
<p>m. New infrastructure will be provided to the neighbourhood plan area in accordance with Council's Local government infrastructure plan.</p>	<p>Complies The proposed new road will be constructed to a District Road standard. The proposed Gardner Road-Prebble Street intersection will generally be constructed to</p>

	Council's Local government infrastructure plan. As outlined in Section 2 of the Planning Report, an Interim Intersection Road Layout is proposed until such time that the Ultimate Intersection Road Layout can be facilitated.
n. The long-term intention for the landfill site is for it to continue operation. Options for the site following the end of landfill activities include a metropolitan park.	Not Applicable The proposal is not located on the landfill site.
o. 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.	Not Applicable The proposal does not involve built form.
Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001) overall outcomes	
Not Applicable: The site is not located in the Town centre precinct.	
Neighbourhood centre and business service centre precinct (Rochedale urban community neighbourhood plan/NPP-002) overall outcomes are:	
a. These centres are located to best service the convenience needs of the surrounding community. Figure a indicates the location for these centres and allows flexibility in siting where 2 corner locations are shown. One of the corner sites is developed as a single, consolidated centre. The remaining corner site is developed in character with the adjoining land uses. The maximum gross floor area of each neighbourhood and business service centre is 1,500m ² . Full-line supermarkets (greater than 1,000m ² or more than one supermarket activity), discount department stores and retail/bulky goods warehousing are not consistent with the outcomes sought for this precinct.	Not Applicable The proposal does not involve a land use/s or built form.
b. These centres provide strong links with the pedestrian and cycle networks and parks (where applicable) and surrounding residential precincts. Parks that adjoin a centre provide a focus and orientation for the centre.	Complies The proposal seeks to facilitate a new district road connection and the Gardner Road-Prebble Street intersection. External streetscape works are proposed and include footpath, verge and curb treatments, lighting, street trees and cycle paths. The proposed new road will contribute to active transport connections. This can be ensured by way of condition.

<p>c. Neighbourhood centres, as identified in Figure a, are small convenience centres that provide local services to the surrounding residential neighbourhoods. These services include shops, restaurants and supporting community uses and childcare facilities. The neighbourhood centres have the role and function consistent with a Neighbourhood centre zone.</p>	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>d. Business service centres, as identified in Figure a, are small convenience centres that provide local services to the surrounding business community. These services include small food outlets, support office uses for businesses and limited retail. Childcare facilities are not considered compatible with these centres because of their close proximity to the landfill site.</p>	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>e. Impact assessable uses that are consistent with the outcomes sought for the precinct include:</p> <ul style="list-style-type: none"> (i) centre activities (excluding childcare centre in a business service centre); (ii) multiple dwellings. 	<p>Not Applicable The proposal does not involve a land use/s.</p>
<p>f. Impact assessable uses that are not consistent with the outcomes sought for the precinct include a childcare centre in a business service centre.</p>	<p>Not Applicable The proposal does not involve a land use/s.</p>
<p>Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003) overall outcomes are:</p>	
<p>a. This precinct accommodates specialised employment opportunities within Rochedale.</p>	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>b. Business park sub-precinct (Rochedale urban community neighbourhood plan/NPP003a):</p> <ul style="list-style-type: none"> (i) This sub-precinct forms a buffer area between the Rochedale landfill, the future industry area and residential areas. It accommodates high amenity and low impact industry. Ancillary uses such as cafes are consistent with the outcomes sought. Stand-alone office or retail uses are not consistent with the outcomes sought. 	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>

<p>(ii) A function facility is encouraged, adjoining the business service centre and waterway.</p> <p>(iii) Stand-alone childcare centre facilities are not considered compatible due to the sub-precinct's proximity to the landfill site. However, small-scale childcare facilities that can provide adequate space and equipment to allow active play may be supported where they are ancillary to and integrated with an industry use on the same site.</p>	
<p>Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003) overall outcomes are:</p>	
<p>c. Gateway civic sub-precinct (Rochedale urban community neighbourhood plan/NPP-003b):</p> <p>(i) This sub-precinct is in a visible location near the motorways and has signature buildings that act as a gateway into Rochedale. It accommodates offices and related educational facilities. This is the only sub-precinct where a service station is appropriate.</p>	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>d. Impact assessable uses that are consistent with the outcomes sought for this precinct include:</p> <p>(i) if in the Business park sub-precinct (Rochedale urban community neighbourhood plan/NPP-003a):</p> <ul style="list-style-type: none"> A. function facility; B. educational establishment where a technical institute; C. childcare centre where integrated with an industry on the same site and catering for workers on the site; D. service industry; E. warehouse; F. telecommunications facility where any tower is located 30m from the site boundary of a dwelling house or land included in Low density residential. <p>(ii) a service station if in the Gateway civic sub-precinct (Rochedale urban community neighbourhood plan/NPP-003b).</p> <p>e. Impact assessable uses that are not consistent with the outcomes sought for this precinct include an office if in the Business park sub-precinct.</p>	<p>Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>If in the Business park sub-precinct (Rochedale urban community neighbourhood plan/NPP-003a):</p>	

Not Applicable: The site is not located in the Business Park sub-precinct.
Future industry precinct (Rochedale urban community neighbourhood plan/NPP-004) overall outcomes are:
Not Applicable: The site is not located in the Future industry precinct.
Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005) overall outcomes are:
Not Applicable: The site is not located in the Potential development area precinct.
Very low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005a):
Not Applicable: The site is not located in the very low density residential sub-precinct.
Low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005b):
Not Applicable: The site is not located in the low density residential sub-precinct.
Low-medium density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005c):
Not Applicable: The site is not located in the low-medium density residential sub-precinct.
Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP-sub-005d):
Not Applicable: The site is not located in the mixed use sub-precinct.
Proposed busway station sub-precinct (Rochedale urban community neighbourhood plan/NPP-005e):
Not Applicable: The site is not located in the proposed busway station sub-precinct.
Development in the community uses sub-precinct (Rochedale urban community neighbourhood plan/NPP-005f):
Not Applicable: The site is not located in the community uses sub-precinct.

7.2.18.4.3 Performance outcomes and acceptable outcomes

Table 7.2.18.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
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General		
<p>PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed to avoid a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site. <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</p>	<p>AO1 Development complies with the number of storeys and building height in Table 7.2.18.4.3.B. Note—Neighbourhood plans will mostly specify the maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p>	<p>R1 - Not Applicable The proposal does not involve a land use/s or built form.</p>
<p>PO2 Development protects significant existing vegetation.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>R2 - Complies with PO The proposed road will protect significant existing vegetation where possible.</p>
<p>PO3 Development avoids interim conflicts with nearby agricultural uses.</p>	<p>AO3 Development does not occur within 500m of poultry sheds until the operation ceases.</p>	<p>R3 - Complies with AO The proposed development is not located within 500m of poultry sheds.</p>
<p>PO4 Development protects koala habitat within the neighbourhood plan area.</p>	<p>AO4.1 Development including the development footprint and roads does not adversely impact on koalas or their habitat.</p>	<p>R4.1 – R4.2 - Complies with AO</p>

	<p>Note—A tree survey plan can assist in demonstrating compliance. Guidance on koala habitat, completing a tree survey and designing development to protect koalas, is included in the Biodiversity areas planning scheme policy.</p> <p>AO4.2 Development including the development footprint, design and layout:</p> <ol style="list-style-type: none"> a. protects non-juvenile koala habitat trees; b. maximises the size and consolidates areas to be conserved as koala habitat on-site and in combination with adjoining sites; c. maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites; d. excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees. 	<p>The proposed development intends to protect koala habitat where possible. The site is not mapped with any State Government Koala habitat areas.</p> <p>R4.3 – Not Applicable The proposed development seeks the facilitation of a new road. Landscape areas or open space areas are not proposed.</p>
<p>PO5 Development design and layout facilitates the safe movement of koalas through the landscape.</p>	<p>AO5 Development, if including fencing or other barriers (including during construction phase), is designed:</p> <ol style="list-style-type: none"> a. to allow safe koala movement where there is direct threat of injury or death to koalas from incompatible land use activities; b. to exclude koalas from areas containing domestic or security dogs. <p>Note—Refer to the Queensland Government Koala Safety Fencing and Measures Guideline for further guidance.</p>	<p>R5 - Not Applicable The proposed development does not involve fencing or other barriers.</p>
<p>PO6</p>	<p>AO6.1</p>	<p>R6.1 – Not Applicable</p>

<p>Development protects, restores and secures habitat areas and ecological corridors as shown in Figure a.</p>	<p>Development, if including fencing:</p> <ol style="list-style-type: none"> a. enables the unobstructed movement of fauna to outside the corridor; b. enables the unobstructed movement of fauna within the corridor. <p>AO6.2 Development, if the site includes land within the Habitat areas and ecological corridors (public) shown in Figure a:</p> <ol style="list-style-type: none"> a. the habitat area and ecological corridor is rehabilitated and stabilised in accordance with an approved rehabilitation plan; b. at the completion of rehabilitation, the land is transferred to Council for public ownership and included in the Conservation zone. <p>Note—Council will require the submission of a rehabilitation plan to demonstrate achievement of this outcome. Rehabilitation is to be:</p> <ul style="list-style-type: none"> • completed within 1 year of the operational works approval being granted; • maintained for a minimum of 3 years, removing rubbish and weeds, replacing damaged and dead vegetation and managing erosion. 	<p>The proposed development will not involve permanent fencing or other barriers.</p> <p>R6.2 – Not Applicable Council's position on the location of the east-west road connecting Rochedale Road and Gardner Road has changed since the release of Figure a. The proposed development only includes the construction of public road, as per direction by Council. The existing development approval (Council reference: A005747839) will deal with all necessary rehabilitation works.</p>
	<p>AO6.3 Development, if the site includes land within the habitat areas and ecological corridors (private) shown in Figure a:</p> <ol style="list-style-type: none"> a. the habitat area and ecological corridor is rehabilitated and stabilised in accordance with an approved rehabilitation plan; b. land is secured with covenants or other long-term management agreements as a condition of development approval to ensure the protection of vegetation within the corridor. <p>Note—Council will require the submission of a rehabilitation plan to demonstrate achievement of this outcome. Rehabilitation is to be:</p> <ul style="list-style-type: none"> • completed within 1 year of the operational works approval being granted; 	<p>R6.3 – Not Applicable Council's position on the location of the east-west road connecting Rochedale Road and Gardner Road has changed since the release of Figure a. The proposed development only includes the construction of public road, as per direction by Council. The existing development approval (Council reference: A005747839) will deal with all necessary rehabilitation works.</p>

	<ul style="list-style-type: none"> maintained for a minimum period of 3 years, removing rubbish and weeds, replacing damaged and dead vegetation and managing erosion. 	
If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005)		
<p>PO7 Development of new lots demonstrates that they are suitable to accommodate a range of housing.</p>	<p>A07.1 Development where house lots are smaller than 400m² demonstrates that:</p> <ol style="list-style-type: none"> a 9m x 15m building envelope can be contained within the lot; not more than 10 lots smaller than 400m² adjoin each other where fronting the same street; no lot is less than 300m². <p>A07.2 Development in the Low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005b) and the Low—medium density residential sub-precincts (Rochedale urban community neighbourhood plan/NPP-005c) achieves a mix of residential lot sizes to encourage different forms of housing choice.</p>	<p>R7 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO8 Development provides infrastructure to encourage the rollout of high-speed broadband networks.</p>	<p>A08 Development provides all lots with high-speed telecommunications infrastructure in accordance with the Infrastructure design planning scheme policy.</p>	<p>R8 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO9 Development for a sensitive use or in a sensitive zone or zone precinct is protected from noise from major roads in a manner that does not compromise streetscape amenity and vitality.</p>	<p>A09 Development of residential uses along suburban routes incorporates suitable facade treatment to mitigate adverse noise impacts. Note—Council will not support acoustic fencing along suburban routes.</p>	<p>R9 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO10</p>	<p>A010.1 Development that includes a district sports park:</p>	<p>R10 - Not Applicable The site is not located in the Potential development area precinct.</p>

<p>Development provides public parkland on a site or a number of sites that:</p> <ul style="list-style-type: none"> a. is of a sufficient cumulative area to adequately cater for the recreation needs of the development and the Rochedale community; b. is of a sufficient area and dimensions to cater for a broad range of passive and active recreation activities; c. is distributed to be within a comfortable walking distance of the majority of dwellings; d. is located to protect and optimise valuable landscape features, including the features identified in Table 7.2.18.4.3.C and view corridors; e. has a minimum road frontage of approximately 50%. 	<ul style="list-style-type: none"> a. is provided in accordance with the Local government infrastructure plan; b. incorporates sporting facilities such as playing fields as well as ancillary buildings, including club houses, changing facilities and meeting rooms; c. protects the valuable features identified in Table 7.2.18.4.3.C. <p>AO10.2 Development that includes a district recreation park:</p> <ul style="list-style-type: none"> a. is provided in accordance with the Local government infrastructure plan; b. provides opportunities for recreation activities; c. protects the valuable features identified in Table 7.2.18.4.3.C. <p>AO10.3 Development that includes a local recreation park:</p> <ul style="list-style-type: none"> a. is provided in accordance with the Local government infrastructure plan; b. provides opportunities for recreation activities; c. protects the valuable features identified in Table 7.2.18.4.3.C. 	
<p>PO11 Development provides stormwater management infrastructure that is:</p> <ul style="list-style-type: none"> a. integrated with other urban infrastructure or located on privately owned open space; or b. located in a suitable public park or fringe waterway corridor and does not reduce the utility, amenity or function of public parkland. 	<p>AO11 Development includes stormwater management infrastructure that is:</p> <ul style="list-style-type: none"> a. provided in privately owned land; or b. located in fringe waterway corridor; or c. located in public parkland only where: <ul style="list-style-type: none"> i. the park comprises an area of at least 1 hectare; ii. it does not result in the removal or interference with the valuable features identified in Table 7.2.18.4.3.C; iii. it does not occupy more than 5% of the total land surface; 	<p>R11 - Not Applicable The site is not located in the Potential development area precinct.</p>

	<ul style="list-style-type: none"> iv. it does not reduce the range of quality of recreational opportunities available in the park; v. it incorporates landscaping consistent with the character of the public park. 	
<p>PO12 Development of the public road network:</p> <ul style="list-style-type: none"> a. is of sufficient capacity to cater for anticipated travel demand; b. is highly interconnected; c. maintains the integrity of the traditional main road grid formed by Rochedale Road, Gardner Road, Miles Platting Road, Underwood Road and Priestdale Road; d. respects local landscape features such as topography and waterways; e. is of a sufficient width to incorporate water sensitive urban design, pedestrian and cyclist paths, on-road car parking and street tree planting; f. caters for and integrates pedestrian and cyclist facilities; g. is designed and constructed so as not to adversely affect permeability of efficient transport services including both active and passenger transport considerations; h. promotes the efficient provision of bus and other public transport infrastructure; i. directs through traffic away from ecologically sensitive areas to the east of Rochedale; j. facilitates active streetscapes and casual surveillance of public parks. 	<p>AO12.1 Development ensures that roads border at least 75% of the perimeter of local recreation parks.</p> <p>AO12.2 Development along suburban routes ensures that:</p> <ul style="list-style-type: none"> a. direct lot access is not provided; b. rear access lanes are provided behind allotments. <p>AO12.3 Development allows for road construction within the fringe waterway corridor only where the waterway corridor adjoins a potential development area.</p> <p>AO12.4 Development of roads does not occupy more than 80% of the fringe waterway corridor.</p>	<p>R12 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO13</p>	<p>AO13.1 Development provides fringe corridors 10m wide as shown in Figure b (the fringe corridor is located on one or both</p>	<p>R13 - Not Applicable The site is not located in the Potential development area precinct.</p>

<p>Development protects and enhances the function, water conveyance and water quality of the fringe waterway corridors.</p>	<p>sides of the waterway corridor as indicated on the Waterway corridors overlay).</p> <p>AO13.2 Development on a site containing a private waterway corridor, as shown in Figure b, retains the waterway corridor in private ownership and uses easements and covenants to accommodate stormwater flows.</p>	
<p>PO14 Development must integrate water supply, waterway corridor, wastewater and stormwater management to ensure protection of the water cycle by:</p> <ol style="list-style-type: none"> a. minimising water demand; b. minimising discharge and infiltration to public sewerage infrastructure; c. slowing the movement of water through the landscape; d. maximising surface water infiltration; e. minimising wastewater production; f. minimising impacts on the water cycle; g. minimising flooding impacts including no adverse impact on the flood immunity of the Gateway and Pacific motorways; h. protecting waterway health by improving stormwater quality and reducing site run-off; i. incorporating water re-use infrastructure to maximise recycling opportunities; j. minimising the extent of continuous impervious surfaces; k. using alternative water sources via the construction of a reticulated non drinking water network. <p>Note—Refer to Figure i, Figure j and Figure k which are examples of how water sensitive design principles can be incorporated into road reserves, commercial and residential developments and waterways.</p>	<p>AO14.1 Development demonstrates effective management of the water cycle by submitting for approval, at the development application stage, a site-based integrated water management plan that includes provisions for the following water sensitive urban design measures:</p> <ol style="list-style-type: none"> a. NuSewer welded PE sewers; b. reticulated non-drinking water system with a connection to the western corridor recycled water pipeline is supplied to each lot; c. biofiltration pods; d. bioretention systems; e. on-site infiltration/porous pavements; f. conveyance and non-conveyance bioretention systems; g. filter/buffer strips; h. water-efficient landscaping. <p>Note—The integrated water management plan is to include details of the proposed measures, when they are to be in place, how they are to be implemented (such as conditions on development, covenants) and who will implement and maintain them.</p> <p>AO14.2 Development occurring in a potential development area provides and connects to a reticulated non-drinking water network supplied by purified recycled water from the western corridor recycled water pipeline that is then connected to:</p> <ol style="list-style-type: none"> a. fire hydrants and fire service; 	<p>R14 - Not Applicable The site is not located in the Potential development area precinct.</p>

<p>Note—The designated rainwater tank area is the area shown within the neighbourhood plan boundary in Figure a.</p>	<p>b. outdoor hose connections via below-ground quick-coupling valves for use on:</p> <ul style="list-style-type: none"> i. landscaped areas; ii. public and private parks, gardens, landscaped areas and recreation areas; iii. wash-down areas; iv. other uses where appropriate in preference to potable water. 	
<p>PO15 Development incorporates consistent, formalised street planting along roads by:</p> <ul style="list-style-type: none"> a. defining and enclosing public space; b. enhancing landscape amenity; c. promoting a sense of place for Rochedale; d. providing shade for pedestrian and parked vehicles. 	<p>AO15 Development incorporates consistent, regularly spaced street tree plantings of species, along all roads and are selected from the Planting species planning scheme policy list.</p> <p>Note—For an application for reconfiguring a lot, the Council will require the submission of a street tree planting plan and schedule that demonstrates compliance.</p>	<p>R15 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>If reconfiguring a lot in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Very low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005a)</p>		
<p>PO16</p>	<p>AO16.1 Development includes a minimum lot size of 2,000m².</p>	<p>R16 - Not Applicable The site is not located in the Potential development area precinct.</p>

<p>Development protects and strengthens the ecological values of the precinct while maintaining a semi-rural character.</p>	<p>Note—Smaller lot sizes may be supported for ecologically sensitive development that retains a semi-rural character and protects and strengthens the ecological values of the precinct.</p> <p>AO16.2 Development and subdivision layouts are designed to protect and strengthen significant vegetation and koala habitat linkages.</p>	
<p>If for a multiple dwelling, where not in the Low density residential zone</p>		
<p>PO17 Development incorporates landscaping that facilitates sustainable subtropical design by providing:</p> <ul style="list-style-type: none"> a. sufficient space for the retention and/ or establishment of significant substantial vegetation; b. locally appropriate plant species in accordance with the Planting species planning scheme policy; c. hard-scape/paving design and materials that minimise heat reflection and site run-off; d. appropriate seasonal shade and passive cooling/heating of outdoor spaces throughout the year; e. private open space located to maximise indoor/outdoor connections; f. design and plant selection to minimise water use and contribute to stormwater management. 	<p>AO17.1 Development provides a minimum 40% of the site area as open space with a minimum dimension of 3m, with half of the open space dedicated to deep planting with a minimum dimension of 6m.</p> <p>AO17.2 Development includes plant species in accordance with the Planting species planning scheme policy.</p>	<p>R17 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO18 Development involving dual occupancy buildings has the appearance of a single detached house.</p>	<p>AO18.1 Development is located on a lot with a minimum total site area of 800m².</p> <p>AO18.2 Development is located on a lot with a minimum average lot width of 20m.</p> <p>AO18.3</p>	<p>R18 - Not Applicable The site is not located in the Potential development area precinct.</p>

	Development has a maximum site cover of: <ul style="list-style-type: none"> a. 60% for a site with a site area of less than 1,000m²; b. 50% for a site with a site area of 1,000m² or greater. 	
PO19 Development distributes dual occupancies to be subordinate to single, detached houses within the landscape.	AO18.4 Development of dual occupancy dwellings, where provided side by side, share a wall for at least 50% of the total building length.	R19 - Not Applicable The site is not located in the Potential development area precinct.
PO19 Development distributes dual occupancies to be subordinate to single, detached houses within the landscape.	AO19.1 Development does not include more than 10% of sites for dual occupancy development.	
	AO19.2 Development does not include dual occupancies that border another site occupied or subject to a current approval for a dual occupancy except where 2 corner sites share a boundary, provided that the number of dual occupancies fronting a single intersection does not exceed 2.	
If for a multiple dwelling in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005b) and where not in the Low density residential zone		
PO20 Development of multiple dwellings is: <ul style="list-style-type: none"> a. co-located with land designated for increased residential densities; or b. located within a comfortable walking distance of a centre; or c. integrated with a local park. 	AO20 Development of multiple dwellings is located: <ul style="list-style-type: none"> a. adjoining land in the Low-medium density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005c); or b. within 400m of a neighbourhood centre lot boundary; or c. directly overlooking a district recreation or local recreation park. 	R20 - Not Applicable The site is not located in the Potential development area precinct.
If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP-005d)		

<p>PO21 Development is primarily for residential uses.</p>	<p>AO21 Development of residential uses comprises a minimum of 70% of the gross floor area of the overall development for all buildings on a site.</p>	<p>R21 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO22 Development limits conflict between residential and non-residential activity.</p>	<p>AO22.1 Development includes minimum lot sizes of: a. 1,600m² for mixed use buildings; or b. 800m² and a minimum frontage of 20m for multiple dwellings.</p> <p>AO22.2 Development of non-residential uses must be designed and constructed to attenuate and minimise noise impacts to on-site or adjoining residential uses.</p> <p>AO22.3 Development provides separate pedestrian entries for the residential and non-residential components of the development.</p>	<p>R22 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>PO23 Development of mixed use buildings orientates commercial uses to the street to encourage active street frontages, including an adaptable ground storey to allow maximum flexibility in accommodating different uses such as centre activities in the future.</p>	<p>AO23.1 Development includes commercial uses located on the ground storey and lower floors on or near the street.</p> <p>AO23.2 Development provides a minimum floor-to-ceiling height of 4.2m for ground storey uses.</p>	<p>R23 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP-005d) around the town centre and near the intersection of Gardner Road and Miles Platting Road</p>		
<p>PO24 Development is in keeping with the higher density character of the sub-precinct and buildings emphasise corners, vistas and create interest in the streetscape.</p>	<p>AO24 Development complies with gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R24 - Not Applicable The site is not located in the Potential development area precinct.</p>

<p>Affordable housing is also encouraged through development bonuses. Note—Refer to design principles contained in Figure c, Figure d and Figure e.</p>		
<p>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP005d) at Underwood Road, School Road and the intersection of Miles Platting Road and Rochedale Road</p>		
<p>PO25 Development: a. is in keeping with the medium density character of the sub- precinct; b. buildings emphasise corners, vistas and create interest in the streetscape; c. affordable housing is also encouraged through development bonuses.</p>	<p>AO25 Development complies with the gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R25 - Not Applicable The site is not located in the Potential development area precinct.</p>
<p>If in the Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001)</p>		
<p>PO26 Development including building siting, road network, access, parking, servicing, public spaces and mix of uses creates a sense of place, identity and vibrancy for the Rochedale town centre.</p>	<p>AO26 Development contributes towards the ultimate development of the Town centre precinct generally in accordance with the design principles contained in Figure c, Figure d and Figure e.</p>	<p>R26 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO27 Development incorporates adequate land to ensure the structure and design outcomes of the Town centre precinct are secured.</p>	<p>AO27 Development is a minimum area of 5 hectares. Note—This provision does not apply to the subdivision of existing or approved buildings.</p>	<p>R27 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO28 Development supports the town centre's role and function by: a. reflecting its role in the Rochedale area as a Corridor zone precinct of the District Centre zone; b. recognising the primacy of Upper Mt Gravatt and Springwood;</p>	<p>AO28 Development does not exceed the total amount of retail gross floor area within the town centre of 14,500m². Note—Council will request the submission of an economic analysis for any application that proposes a retail gross floor area in excess of this amount.</p>	<p>R28 - Not Applicable The site is not located in the Town centre precinct.</p>

<p>c. not challenging the primacy of Upper Mt Gravatt as the major centre for the southern part of Brisbane City.</p>		
<p>PO29 Development of non-residential uses is the primary form of development.</p>	<p>AO29 Development of non-residential centre activities comprises a minimum 70% of the gross floor area of the overall development for all buildings on a site.</p>	<p>R29 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO30 Development including building siting and design:</p> <ul style="list-style-type: none"> a. is consistent with the higher density, urban character of the town centre; b. promotes a vibrant active streetscape and public realm; c. emphasises corners and vistas and creates visual interest in the streetscape. 	<p>AO30 Development complies with the gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R30 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO31 Development in the town centre contains clear and direct view lines and pedestrian connections to adjoining buildings, squares and neighbourhoods.</p>	<p>AO31.1 Development provides pedestrian links between all road frontages, major activities and features of the town centre.</p> <p>AO31.2 Development provides direct lines of sight between the town square, main street and surrounding residential neighbourhoods where possible.</p>	<p>R31 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO32 Development is designed with an adaptable ground storey to allow maximum flexibility in accommodating different uses in the future including non-residential uses.</p>	<p>AO32 Development provides a minimum floor-to- ceiling height of 4.8m for the ground storey.</p>	<p>R32 - Not Applicable The site is not located in the Town centre precinct.</p>
<p>PO33 Development of the town square and main street provides an urban environment that supports active</p>	<p>AO33.1 Development and design of buildings, pathways, landscaping, public spaces and parking integrates the</p>	<p>R33 - Not Applicable The site is not located in the Town centre precinct.</p>

<p>uses on its fringes, meeting places, places of interest and comfortable and accessible pedestrian movement and activity.</p>	<p>centre and park and facilitates causal surveillance of the town centre by:</p> <ul style="list-style-type: none"> a. maximising pedestrian entrances of buildings and windows orientated towards the town square and main street; b. ensuring pedestrian walkways are sheltered with awnings that protrude from buildings into these public open spaces; c. ensuring at least 80% of ground storey frontages are occupied by 'active' uses, such as community facilities, retail, sales and restaurants, and that outdoor dining facilities are located immediately adjacent to the town square. <p>AO33.2 Development discourages through traffic from using the main street by limiting vehicle speed by:</p> <ul style="list-style-type: none"> a. restricting the street to 2 lanes of moving traffic; b. providing kerbside parking interspersed with shade trees; c. providing pedestrian crossings at regular intervals which may include other road textures. <p>Note—The Council considers the above measures preferable to traditional traffic calming measures.</p>	
<p>If in the Neighbourhood centre and business service centres precinct (Rochedale urban community neighbourhood plan/NPP-002)</p>		
<p>PO34 Development within a neighbourhood centre:</p> <ul style="list-style-type: none"> a. reflects the scale and type of development intended for these precincts; b. supports residential development and commercial and retail development; c. does not comprise mixed use development. 	<p>AO34.1 Development of non-residential gross floor area within a neighbourhood centre does not exceed 1,500m². Note—The total amount of non-residential gross floor area excludes community uses and childcare centre.</p> <p>AO34.2 Development complies with the gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R34 - Not Applicable The proposal does not involve built form.</p>

<p>PO35 Development within a business service centre: a. reflects the scale and type of development intended for the business service centre and business park areas; b. supports commercial, retail and light industrial development; c. does not compromise residential development.</p>	<p>AO35.1 Development within a business service centre does not exceed the total cumulative amount of 1,500m² of gross floor area. AO35.2 Development complies with the gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R35 - Not Applicable The proposal does not involve built form.</p>
<p>If in the Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001) or the Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003)</p>		
<p>PO36 Development orientation integrates with the district park.</p>	<p>AO36 Development locates windows, outlook, staff amenities (such as decks or balconies) to directly overlook the district park.</p>	<p>R36 – Not Applicable The proposal does not involve built form.</p>
<p>PO37 Development design: a. reflects the scale of development intended for the precinct; b. reduces the appearance of scale and bulk of the development through massing and articulation.</p>	<p>AO37 Development complies with gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R37 – Not Applicable The proposed development does not involve built form.</p>
<p>If in the Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003), where in the Gateway civic sub-precinct (Rochedale urban community neighbourhood plan/NPP-003b)</p>		
<p>PO38 Development siting, road network, access, car parking, servicing, public spaces and mix of uses create a sense of place, identity and vibrancy for the Gateway civic sub-precinct.</p>	<p>AO38 Development in the Gateway civic sub-precinct is in accordance with the design principles contained in Figure c.</p>	<p>R38 – Not Applicable The proposal is not located in the Gateway civic sub-precinct.</p>
<p>PO39 Development size and scale reflects the role of the Gateway civic sub-precinct as an entry precinct to Rochedale.</p>	<p>AO39 Development complies with gross floor area as set out in Table 7.2.18.4.3.B.</p>	<p>R39 – Not Applicable The proposal is not located in the Gateway civic sub-precinct.</p>

<p>PO40 Development is designed to mitigate impacts on the values of adjoining habitat areas and ecological corridors.</p>	<p>AO40 Development incorporates sensitive design measures to mitigate adverse impacts on habitat areas and ecological corridors such as buffer planting, appropriate setbacks and fencing.</p>	<p>R40 – Not Applicable The proposal is not located in the Gateway civic sub-precinct.</p>
<p>If in the Future industry precinct (Rochedale urban community neighbourhood plan/NPP-004)</p>		
<p>PO41 Development ensures building design, landscaping and car parking reflect the site’s visible location adjacent to the Gateway Motorway and as an entry point to Rochedale.</p>	<p>AO41.1 Development provides a landscaped strip with a minimum width of 6m along all road frontages.</p> <p>AO41.2 Development site cover does not exceed 75% of the site area.</p> <p>AO41.3 Development consolidates car parking areas into parking courts internal to the site.</p>	<p>R41 – Not Applicable The proposal is not located in the Future industry precinct.</p>

9.4.10 Subdivision code

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
<p>PO1 Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> 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. 	<p>AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p> <p>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</p>	<p>R1.1 – R.13 - Not Applicable The proposal does not involve the creation of new lots. It seeks a one (1) into one (1) lot subdivision to facilitate a new district road connection and the Gardner-Prebble Street intersection.</p>

	<p>requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p> <p>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.</p> <p>Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.</p> <p>AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <ol style="list-style-type: none"> a. across a proposed lot boundary; or b. within a setback required by the planning scheme. <p>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.</p> <p>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.</p> <p>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.</p> <p>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> • 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. 	
<p>PO2 Development creates useable lots that:</p> <ol style="list-style-type: none"> a. do not rely on excessive cut and fill; 	<p>AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks:</p>	<p>R2.1 - Complies with AO The proposed development involves earthworks to facilitate the establishment of a new road. Please refer</p>

<p>b. do not intrude into areas of waterway and environmental significance;</p> <p>c. ensure any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> 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; <p>d. minimise adverse impacts to the utility of existing or proposed transport network elements.</p>	<p>a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:</p> <ul style="list-style-type: none"> i. a single level change; or ii. any step in a series of level changes. <p>b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</p> <p>c. limits cut and fill to less than 1m in height for construction of transport network elements.</p> <p>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</p> <p>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p> <p>AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of:</p> <ul style="list-style-type: none"> a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis. 	<p>to the Engineering Services Report and Engineering Drawings for further detail.</p>
	<p>AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.</p> <p>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</p> <p>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p>	<p>R2.3 – Not Applicable The proposal does not involve the creation of new lots.</p>
	<p>AO2.4 Development does not involve the creation of canals or artificial waterways.</p>	<p>R2.4 - Complies with AO The proposal does not involve the creation of canals or artificial waterways.</p>
<p>PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the</p>	<p>AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:</p>	<p>R3.1 - Complies with AO The proposed development will provide new road and subsequent streetscape works in accordance with the road hierarchy design standards. Please refer to the</p>

<p>development has frontage to and lot access, that is designed and constructed:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking. 	<ul style="list-style-type: none"> 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. <p>Editor's note—See Section B for additional requirements where new road is proposed.</p> <p>AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>AO3.3 Development provides each lot with access to a public road other than a major road, that is:</p> <ul style="list-style-type: none"> a. direct; or b. via a formal access arrangement that is: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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; 	<p>Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p> <p>The proposed works will promote safe travel for vehicles and active transport. Streetscape improvement works provide a high quality streetscape outcome and ensure a high level of amenity is delivered.</p> <p>R3.2 - Not Applicable The intent of the proposed development is to fundamentally provide a new district road connection. Access to the existing lot will be determined subject to a future development application/s.</p> <p>R3.3 – Not Applicable The intent of the proposed development is to fundamentally provide a new district road connection. Access to the existing lot will be determined subject to a future development application/s.</p>
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	<p>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</p>	<p>R3.4 - Complies with AO The proposed development provide safe sight distances at the Gardner Road-Prebble Street intersection and on the corner truncation. A height restricted easement (light and air) is proposed at the corner truncation to ensure safety of vehicles, pedestrians and cyclists. Please refer to the Traffic Impact Assessment for further detail.</p> <p>R3.5 - Complies with AO Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p>
<p>AO3.4 Development provides safe sight distances at the following locations:</p> <ul style="list-style-type: none"> 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. 		
<p>AO3.5 Development provides grades within a lot that:</p> <ul style="list-style-type: none"> 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. 		
<p>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 <i>Planning Act 2016</i>.</p>	<p>AO4.1 Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>R4.1 – Complies with AO The proposed development will provide land for infrastructure and services in compliance with the relevant assessment benchmarks.</p> <p>R4.2 – Complies with AO Please refer to the Engineering Services Report at for further information.</p>

	<p>AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <ol style="list-style-type: none"> 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. 	<p>R4.3 – Not Applicable The proposed development does not require a corner truncation.</p>
<p>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.</p>	<p>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:</p> <ol style="list-style-type: none"> a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. <p>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:</p> <ul style="list-style-type: none"> • contaminated land; • transport noise corridors on State-controlled roads and the rail network. <p>The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.</p>	<p>R5 – Not Applicable The intent of the proposed development is to fundamentally provide a new district road connection. The proposal does not involve the creation of new lots.</p>
<p>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</p> <ol style="list-style-type: none"> 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. 		
<p>PO6 Development ensures that any rearrangement of a lot boundary:</p> <ol style="list-style-type: none"> a. does not create additional lots; 	<p>AO6 No acceptable outcome is prescribed.</p>	<p>R6 – Complies with PO The proposal does not create any additional lots and ensures each part lot is serviced with the necessary infrastructure. Each part lot is of a suitable site area</p>

<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. 		<p>and allows for the continuation of the structure-planned road.</p>
<p>PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements:</p> <ul style="list-style-type: none"> 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. 	<p>AO7 No acceptable outcome is prescribed.</p>	<p>R7 – Not Applicable The proposed development does not involve a volumetric plan.</p>
<p>PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>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.</p> <p>AO8.3</p>	<p>R8.1 – Complies The proposed development is reflective of the zones, neighbourhood plan and overlays to the extent relevant.</p> <p>R8.2 – Not Applicable The proposed development is not required to provide separation, buffers or management zones.</p> <p>R8.3 – Not Applicable</p>

	<p>Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.</p>	<p>The proposed development does not involve the creation of new lots. Nevertheless, each part lot will be of an appropriate size and dimension.</p>
<p>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</p> <ul style="list-style-type: none"> a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes. 		
<p>PO9 Development ensures that the transport network and all its component elements is designed to:</p> <ul style="list-style-type: none"> 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. <p>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</p>	<p>AO9 Development provides a transport network that:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. <p>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p>R9 – Complies with AO The intent of the proposed development is to fundamentally provide a new district road connection. It is a logical extension of the road network within Rochedale and will provide logical connections between Gardner Road and approved Road 1. Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p>

	<p>Note—This outcome can be demonstrated through an application that:</p> <ul style="list-style-type: none"> • 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. 	
<p>PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ol style="list-style-type: none"> are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; are safe, suitably shaded and embellished, attractive and efficient; link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; provide routes that are on areas of least slope and avoid potential hazards such as flooding; run predominantly along public spaces including streets or parks that are fronted by dwellings; are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; are widened at potential vehicle conflict points. <p>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</p>	<p>AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ol style="list-style-type: none"> 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 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. <p>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.</p> <p>AO10.2 Development provides pathway links outside the road corridor that:</p> <ol style="list-style-type: none"> comply with the Infrastructure design planning scheme policy; incorporate key elements of crime prevention through environmental design, including: 	<p>R10.1 – Complies with AO The proposed road reserve will comprise the necessary footpaths and bike paths. Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p> <p>R10.2 – Not Applicable The proposed development does not provide pathway links outside the road corridor.</p>

	<ul style="list-style-type: none"> 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. <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.</p>	
<p>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:</p> <ul style="list-style-type: none"> a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services. 	<p>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.</p>	<p>R11 – Complies with AO The proposed road reserve and carriageway is designed in accordance with the road hierarchy classification. Please refer to the Traffic Impact Assessment for further information.</p>
<p>PO12 Development provides a road network that:</p> <ul style="list-style-type: none"> a. includes a minor road network that creates convenient and safe movement between uses and to major roads; 	<p>AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p> <p>AO12.2</p>	<p>R12.1 – Complies The proposed development provides a road network that is designed to the standards of the Infrastructure design planning scheme policy. Please refer to the Engineering Services Report and Engineering Drawings for further detail.</p> <p>R12.2 – Not Applicable</p>

<ul style="list-style-type: none"> b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking. 	<p>Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.</p> <p>AO12.3 Development provides road network that:</p> <ul style="list-style-type: none"> a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: <ul style="list-style-type: none"> i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south. 	<p>The proposed development does not involve a district park.</p> <p>R12.3 – Complies The proposed road network layout was designed and considered as part of the adjoining development approval (Council reference: A005747839). The proposed development does not involve the creation of new lots.</p>
<p>PO13 Development provides connected road, pedestrian and bicycle networks.</p>	<p>AO13 Development involving new road ensures that a no through road is included only where:</p> <ul style="list-style-type: none"> 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 	<p>R13 – Not Applicable The proposed development does not involve a no through road.</p>

	<p>scheme policy and the Transport, access, parking and servicing planning scheme policy;</p> <p>e. if for residential development, a no through road:</p> <ul style="list-style-type: none"> 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. <p>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.</p> <p>Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.</p>	
<p>PO14 Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: <ul style="list-style-type: none"> i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure. 	<p>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.</p>	<p>R14 – Complies with AO The proposed development provides a road reserve design that can facilitate on-street car parking.</p>
<p>PO15 Development provides intersection designs that ensure:</p> <ul style="list-style-type: none"> a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; 	<p>AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	<p>R15 – Complies with AO The proposed development seeks to facilitate an Interim Intersection Road Layout until such time the delivery of the Ultimate Intersection Road Layout can be facilitated on land at 210 Gardner Road. Please refer to the Engineering Services Report and Engineering Drawings for further detail.</p>

<p>c. sufficient space for infrastructure and traffic management.</p>		
<p>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.</p>	<p>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.</p>	<p>R16 – Complies with AO The proposed development provides an intersection that is designed to the relevant standards. Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p>
<p>PO17 Development provides a transport network that is:</p> <ul style="list-style-type: none"> a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies. 	<p>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.</p>	<p>R17 – Not Applicable The proposed development does not involve a secondary road access.</p>
<p>Section C—Specific performance outcomes and acceptable outcomes applicable to development</p>		
<p>Section C1—Development for reconfiguring a lot involving any of the following:</p> <ul style="list-style-type: none"> a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. <p>Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.</p>		
<p>PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <ul style="list-style-type: none"> a. the lot frontage of all residential lots is within: <ul style="list-style-type: none"> i. 400m walking distance from a local park, community hub or other central focal point 	<p>AO18.1 Development is designed and sited in compliance with:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. integration, connection and relationship of the site with surrounding land uses; 	<p>R18.1 – Complies with AO The proposed development provides integration and connection with the surrounding land and current development applications and approvals. Please refer to the Structure Plan for further detail.</p>

<p>to create a strong and positive neighbourhood identity;</p> <ul style="list-style-type: none"> ii. 800m walking distance of a local shop and services; <p>b. the greatest intensity of development is within 400m walking distance from:</p> <ul style="list-style-type: none"> i. a centre other than a Neighbourhood centre; ii. high frequency public transport; <p>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;</p> <p>d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;</p> <p>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;</p> <p>f. centrally located parks;</p> <p>g. sites are provided for community activities, services and facilities and utilities;</p> <p>h. integrated development with compatible surrounding development approvals and established residential areas;</p> <p>i. the outcomes of neighbourhood plans are delivered;</p> <p>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.</p> <p>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the</p>	<ul style="list-style-type: none"> ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or <p>b. a structure plan prepared in accordance with the Structure planning planning scheme policy.</p> <p>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient.</p> <p>AO18.2 Development likely to generate significant pedestrian movements provides a layout with a:</p> <ul style="list-style-type: none"> a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: <ul style="list-style-type: none"> 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. 	<p>R18.2 – Not Applicable The proposed development is not likely to generate significant pedestrian movements.</p>
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<p>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.</p>		
<p>PO19 Development ensures that the layout retains and responds to:</p> <ul style="list-style-type: none"> 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. 	<p>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</p> <p>AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p>R19.1 – Complies The proposed development will retain significant vegetation where possible.</p>
<p>PO20 Development provides a layout that supports pedestrian access to public transport services by locating:</p> <ul style="list-style-type: none"> a. a high proportion of dwellings close to public transport stops; b. higher density residential development close to transport stops; c. non-residential or high trip-generating uses immediately proximate to transport stops. 	<p>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.</p>	<p>R20 – Not Applicable The proposed development does not involve the creation of lots.</p>
<p>PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p>AO21.1 Development provides lots that are generally designed and positioned to locate:</p> <ul style="list-style-type: none"> 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. <p>AO21.2</p>	<p>R21.1 – Not Applicable The proposed development does not involve the creation of lots.</p>

	<p>Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.</p>	
<p>PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:</p> <ul style="list-style-type: none"> a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. <p>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>AO22.1 Development provides a range of lot sizes that comply with:</p> <ul style="list-style-type: none"> a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. <p>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.</p> <p>AO22.2 Development fronting an existing or proposed road provides:</p> <ul style="list-style-type: none"> 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; 	<p>R22.1 - R22.2 – Not Applicable The proposed development does not involve the creation of new lots.</p>

	<p>b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;</p> <p>c. if adjoining land in the Residential zones category or the Emerging community zone:</p> <ul style="list-style-type: none"> 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. <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>	
<p>PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:</p> <ul style="list-style-type: none"> a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses. 	<p>AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:</p> <ul style="list-style-type: none"> 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. 	<p>R23 – Not Applicable The proposed development does not involve the creation of new lots.</p>
<p>PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected</p>	<p>AO24.1 Development where providing lots for multiple dwellings:</p> <ul style="list-style-type: none"> a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; 	<p>R24.1 – 24.3 – Not Applicable The proposed development does not involve the creation of new lots.</p>

<p>building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.</p>	<p>b. locates lots:</p> <ul style="list-style-type: none"> i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. <p>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</p> <p>AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m:</p> <ul style="list-style-type: none"> 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. 	
<p>PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:</p> <ul style="list-style-type: none"> 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. 	<p>AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.</p> <p>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.</p> <p>AO25.2 Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.</p>	<p>R25.1 – R25.2 - Not Applicable The proposed development does not involve the creation of new lots.</p>
<p>PO26 Development provides land for park purposes that is well distributed and located and is consistent with:</p> <ul style="list-style-type: none"> a. the nature of surrounding parks; 	<p>AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.</p>	<p>R26 – Not Applicable The proposed development does not involve land for park purposes.</p>

<p>b. the needs of occupants and visitors; c. the safety and connection to the transport network.</p>		
<p>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.</p>		
<p>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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p> <p>AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>R27.1 – 27.4 – Not Applicable The proposed development does not involve the creation of a small lot.</p>

	<p>Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p> <p>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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>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:</p> <ul style="list-style-type: none"> a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. <p>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	
<p>Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone</p>		
<p>PO28 Development provides a lot layout plan that:</p> <ul style="list-style-type: none"> 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. 	<p>AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.</p> <p>AO28.2 Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.</p>	<p>R28.1 – R28.2 – Not Applicable The proposed development is not located in the Industry zone category or Extractive industry zone.</p>

<p>PO29 Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.</p>	<p>AO29 Development provides lots that are arranged to:</p> <ul style="list-style-type: none"> 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. 	<p>R29 - Not Applicable The proposed development is not located in the Industry zone category or Extractive industry zone.</p>
<p>PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that:</p> <ul style="list-style-type: none"> 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. 	<p>AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.</p>	<p>R30 - Not Applicable The proposed development is not located in the Industry zone category or Extractive industry zone.</p>
<p>Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</p>		
<p>PO31 Development:</p> <ul style="list-style-type: none"> a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses. 	<p>AO31 No acceptable outcome is prescribed.</p>	<p>R31 – Not Applicable The proposed development is not located in the centre zones category, mixed use zone, community facilities zone or specialised centre zone.</p>
<p>Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan</p>		

<p>PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning 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 <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that:</p> <ol style="list-style-type: none"> 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. <p>Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>R32 – Not Applicable The proposed development is not located in the environmental management zone, rural zone or very-low density residential potential development area.</p>
<p>PO33 Development provides vehicular access that is:</p> <ol style="list-style-type: none"> 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. <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</p>	<p>AO33 Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p>	<p>R33 – Not Applicable The proposed development is not located in the environmental management zone, rural zone or very-low density residential potential development area.</p>
<p>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</p>		
<p>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</p>		
<p>PO34 Development does not result in:</p> <ol style="list-style-type: none"> a. the use of a premises being impaired or made unlawful; 	<p>AO34.1 Development ensures:</p> <ol style="list-style-type: none"> a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. 	<p>R34.1 – R34.2 – Not Applicable The proposed development does not involve dividing land into parts by an agreement.</p>

<p>b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised.</p> <p>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. 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.</p>	<p>AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	
<p>If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i></p> <p>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</p>		
<p>PO35 Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions:</p> <ul style="list-style-type: none"> 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. 	<p>AO35 No acceptable outcome is prescribed</p>	<p>R35 – Not Applicable The proposed development does not involve a standard format lot with common property.</p>

<p>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</p>		
<p>PO36 Development provides internal access ways and driveways that:</p> <ul style="list-style-type: none"> 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. 	<p>AO36.1 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:</p> <ul style="list-style-type: none"> 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. <p>AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>R36.1 – R36.2 – Not Applicable The proposed development does not involve a standard format lot with common property.</p>

8.2.3 Bicycle network overlay code

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
<p>PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p>AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p>R1 – Complies with AO The proposed road reserve accommodates cycle routes in accordance with the secondary cycle route design standard. Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p>
<p>PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> the long term infrastructure for the bicycle network in the Long term infrastructure plans; the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; the provision of long term, existing and planned infrastructure for the bicycle network which: 	<p>AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ol style="list-style-type: none"> for long term infrastructure for the bicycle network in the Long term infrastructure plans; the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; the standards for the bicycle network in the Infrastructure design planning scheme policy. 	<p>R2 – Complies with AO The proposed road reserve accommodates cycle routes in accordance with the secondary cycle route design standard. The bicycle network has been protected in the following ways:</p> <ol style="list-style-type: none"> The site is not identified within the Long term infrastructure plan; A cycle route is proposed within the road reserve of the new road. The proposed bicycle network is designed in accordance with the Infrastructure design planning scheme policy.

<p>i. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p>PO3 Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>ii. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>R3 – Not Applicable The proposal does not require the payment of extra trunk infrastructure costs.</p>

Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category

PO4- PO9: Not Applicable

The proposed development is not adjacent to or traversed by the Riverwalk – Typology 1 sub-category or Riverwalk-Typology 2 sub-category.

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
<p>PO1 Development ensures that:</p> <ul style="list-style-type: none"> a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: <ul style="list-style-type: none"> i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation. 	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <ul style="list-style-type: none"> a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential. <p>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.</p> <p>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.</p> <p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>R1.1 – R1.5 – Not Applicable The proposal does not involve a Material Change of Use.</p>

	<p>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.</p>	
<p>Section B—If for assessable development for a material change of use</p>		
<p>PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p>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.</p> <p>AO2.2 Development mitigates an impact on the road hierarchy if the development:</p> <ul style="list-style-type: none"> 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. <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.</p>	<p>R2.1 – R2.2 – Not Applicable The proposal does not involve a Material Change of Use.</p>
<p>Section C—If for assessable development for a material change of use or reconfiguring of a lot</p>		
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>R3 – Complies with AO The proposal seeks to facilitate a new district road and associated Gardner-Prebble Street intersection. As per the Plan of Reconfiguration, the proposal includes land along the Gardner Road frontage for future road widening.</p>
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following:</p>	<p>AO3A No acceptable outcome is prescribed.</p>	<p>R3A – Not Applicable The proposal does not require the payment of extra trunk infrastructure costs.</p>

<p>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>		
<p>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</p>		
<p>PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> 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: 	<p>AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> 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. 	<p>R4 - Complies with AO The Gardner Road-Prebble Street intersection is identified as a District Road as shown on the Road Hierarchy overlay map. The proposal seeks to facilitate a new district road and intersection as per Council's infrastructure plans.</p>

<p>i. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</p>		
<p>PO5 Development ensures that a new road connection provides:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>	<p>R5 - Complies with AO The Gardner Road-Prebble Street intersection is identified as a District Road as shown on the Road Hierarchy overlay map. The proposal seeks to facilitate a new district road and intersection as per Council's infrastructure plans.</p>
<p>PO6 Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; 	<p>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.</p> <p>AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	<p>R6.1 – Complies with AO The proposal facilitates a new district road from Gardner Road, connecting to approved Road 1. It is designed in accordance with the Infrastructure design planning scheme policy. Please refer to the Traffic Impact Assessment, Engineering Services Report and Engineering Drawings for further detail.</p> <p>R6.2 – Complies with AO The proposal provides a new road and Interim Intersection Layout Design to a District Road standard. It therefore preserves and contributes to the function of the road hierarchy.</p>

<p>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.</p>		
<p>PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.</p>	<p>A07 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.</p>	<p>R7 – Not Applicable The proposal does not involve the creation of new lots.</p>
<p>PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.</p>	<p>A08 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.</p>	<p>R8 – Complies with AO The Gardner Road-Prebble Street intersection is identified as a District Road as shown on the Road Hierarchy overlay map. The proposal seeks to facilitate a new district road and intersection as per Council's infrastructure plans.</p>

8.2.20 Streetscape hierarchy overlay code

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street 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.	R1 - Complies with AO The proposed development provides verge widths pursuant to a neighbourhood street minor standard as per Table 8.2.20.3.B.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected. AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	R2.1 – Not Applicable The site does not contain existing street trees. R2.2 - Complies with AO The proposal will provide streetscape improvements. This can be ensured by way of condition.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:	AO3.1 Development ensures that a corner land dedication is provided: <ol style="list-style-type: none"> a. where identified in the Streetscape hierarchy overlay map; 	R3.1 – R3.3 – Not Applicable The site is not identified as a corner land dedication.

<p>a. facilitates a high level of pedestrian movement and activity;</p> <p>b. enforces the sense of arrival to individual precincts and major connections;</p> <p>c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.</p>	<p>b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p> <p>AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p> <p>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.</p>	
<p>If in or on a site adjoining the Wildlife movement solution sub-category</p>		
<p>PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p>AO4 Development ensures that infrastructure solutions are:</p> <p>a. provided at the locations identified on the Streetscape hierarchy overlay map;</p> <p>b. designed to:</p> <ol style="list-style-type: none"> i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. 	<p>R4 – Not Applicable The site does not adjoin a wildlife movement solution sub-category.</p>

Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.
