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APPLICATION REF
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# 9.3.8 Dwelling house (small lot) code

## 9.3.8.1 Application

1. This code applies to assessing a material change of use or building work if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for a material change of use (section 5.5), building work (section 5.7), a neighbourhood plan (section 5.9), building work (section 5.7) or an overlay (section 5.10); or
    b. assessable development where this code is in an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), building work (section 5.7), a neighbourhood plan (section 5.9), building work (section 5.7) or an overlay (section 5.10); or
    c. impact assessable development for a dwelling house if on a small lot or a use of a similar nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where the site is also included in a neighbourhood plan, an overlay code such as the Bushfire overlay code, Flood overlay code, Landslide overlay code, Significant landscape tree overlay code or Waterway corridors overlay code, additional provisions relating to that also apply. For example, minimum floor levels for a dwelling house on a site subject to certain types of flooding, are identified in the Flood overlay code.

Note—Where the site is located may be subject to a zone, zone precinct, neighbourhood plan or overlay code, these may vary the outcomes identified in this code and to the extent that these vary, those outcomes prevail.

Note—Preliminary approvals or development approval for other aspects of development can vary the outcomes of this code and to the extent that these vary, those outcomes prevail.

Editor's note—Depositing or allowing sediment or other water contaminants to wash or move into roadways, stormwater pipes and waterways without taking appropriate steps to prevent this occurring, is a breach of the *Environmental Protection Act 1994*. Penalties apply including fines and prosecution. Additional information, including best-practice guidelines for controlling stormwater pollution from building sites and factsheets on erosion and sediment control, can be found on the South East Queensland Healthy Waterways Water by Design program website.

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

## 9.3.8.2 Purpose

1. The purpose of the Dwelling house (small lot) code is to assess the suitability of development to which this code applies.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development ensures that one dwelling house or one dwelling house and one secondary dwelling is provided on a lot, each occupied by no more than one household.
    b. Development for a dwelling house, including a secondary dwelling or domestic outbuilding, incorporates design and siting to allow reasonable access to daylight and sunlight for neighbouring dwellings and private open space.
    c. Development for a dwelling house incorporates design and siting to provide a pleasant living environment for occupants, including sufficient useable private

open space for recreation, visual outlook and service functions of the occupants.

d. Development for a dwelling house incorporates design and siting to provide an appropriate level of privacy for occupants of adjoining dwelling houses.
e. Development of a dwelling house provides sufficient and safe vehicle access and parking for residents.
f. Development ensures that a dwelling house, including a secondary dwelling or domestic outbuilding, does not cause adverse drainage impacts or flooding of upstream, downstream or adjoining land.
g. Development ensures that the siting of a dwelling house and any built to boundary walls does not negatively impact on the privacy and amenity of adjoining residents.
h. Development for a dwelling house, including a secondary dwelling or domestic outbuilding, is of a height that is appropriate to the strategic and local context and meets community expectations. Development has a building height that is predominantly:
    i. 1 or 2 storeys in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low-medium density residential zone, Rural residential zone, Environmental management zone, Rural zone or the Emerging community zone;
    ii. 3 storeys in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone or the Medium density residential zone.
i. Development for a dwelling house, including a domestic outbuilding, on a lot less than 180m$^2$ ensures that:
    i. the siting of all buildings, including boundary setbacks and the location and extent of shared walls and built to boundary walls, provides:
        A. subtropical landscaping and functional private open space;
        B. amenity and privacy for residents of the dwelling and adjoining premises;
        C. separation and articulation of buildings to ensure significant access to natural light, sunlight and breezes for habitable and outdoor spaces.
    ii. the site cover results in a building bulk and scale that:
        A. positively contributes to the intended form and character of the local area;
        B. allows for a significant proportion of the site to be available for private open space and subtropical landscaping.
    iii. impervious areas are minimised to:
        A. facilitate restoration and maintenance of soil moisture to support vegetation growth, while reducing urban heat island effects and stormwater run-off;
        B. ensure the protection and establishment of private open spaces and subtropical landscaping.
    iv. a positive streetscape interface and presentation is provided through:
        A. an identifiable pedestrian entry to the dwelling;
        B. substantial visual engagement between the street and dwelling through the use of windows or balconies on the front building façade;
        C. articulation to the built form.
    v. the location and design of parking and manoeuvring areas results in:
        A. adequate space for the retention of existing street trees and the planting of new street trees;
        B. the provision of subtropical landscaping and open space;
        C. safety and amenity for residents on site;
        D. no adverse impacts on the safety and efficiency of the external road network;
        E. retention of on-street car parking spaces;
        F. covered car parking that does not form a dominant proportion of the street frontage.
    vi. refuse and recycling storage and collection areas are located and designed to minimise adverse visual or amenity impacts on residents,

neighbouring properties and the public realm.

### 9.3.8.3 Performance outcomes and acceptable outcomes

**Table 9.3.8.3.A—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
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| **Section A—If on a lot that is 180m$^2$ or greater** | | |
| **PO1**<br>Development ensures that a building other than a dwelling house on a site:<br>a. is used for a domestic residential purpose, in conjunction with and subordinate to the dwelling house on the same site;<br>b. is smaller in size and scale than the dwelling house;<br>c. has the appearance of a building ancillary to the dwelling house;<br>d. is occupied by no more than 1 household. | **AO1.1**<br>Development comprises not more than one dwelling house and one secondary dwelling, each occupied by one household.<br>**AO1.2**<br>Development for a secondary dwelling is:<br>a. a maximum of 80m$^2$ in gross floor area;<br>b. located within 20m of the dwelling house. | Not Applicable |
| **PO2**<br>Development is of a bulk and scale that:<br>a. is consistent with and complements the built form and front boundary setbacks prevailing in the street and local area;<br>b. does not create overbearing development for adjoining dwelling houses and their private open space;<br>c. does not impact on the amenity and privacy of residents in adjoining dwelling houses;<br>d. does not result in the loss of significant views or outlook of adjoining residents;<br>e. provides for natural light, sunlight and breezes. | **AO2**<br>Development is contained within:<br>a. the building envelope for the site, created by applying:<br>i. the acceptable outcome for maximum building height;<br>ii. the acceptable outcome for front, rear and side boundary setbacks;<br>iii. acceptable outcomes for built to boundary walls in so far as these determine the building envelope; or<br>b. the approved building envelope for the site to the extent of any inconsistency with (a). | Not Applicable |

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| | Note—Refer to Figure a for examples of the building envelope for a dwelling house on a small lot.<br>Note—The building envelope is not the developable area or building extent, but a three-dimensional envelope that limits the extent of a building in any direction.<br>Note—This acceptable outcome can be demonstrated by preparing a building envelope plan, elevations and sections. | |
| **PO3**<br>Development has a building height that:<br>a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight;<br>b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity;<br>c. contains a 3 storey component only where necessary to enable a predominantly 2 storey dwelling to address the local circumstances of topography (refer to Figure b);<br>d. may be higher than adjoining properties only to the extent required to achieve the minimum habitable floor levels required for flood immunity.<br>Note—In interpreting PO3(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site. | **AO3**<br>Development:<br>a. in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low—medium density residential zone, Rural residential zone, Environmental management zone, Rural zone or Emerging community zone results in a maximum building height of 7.5m above ground level at side and rear walls, increasing at no more than 30 degrees to a maximum building height of 9.5m above ground level and:<br>i. 2 storeys; or<br>ii. 1 storey if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or<br>b. is located within an approved building envelope for the site to the extent of any inconsistency with (a).<br>Note—The lowest point forming part of the maximum building height identified in AO3 being 7.5m is determined by the applicable setback identified in AO6(a) or AO6(c), but not AO6(b) in this code.<br>Editor's note—For the purposes of determining compliance with AO3 reference is to be made to section 1.7.7.<br>Editor's note—For example, the point at which the maximum building height of 7.5m above ground (as provided by AO3) is determined to be setback 1m if the adjoining lot has a dwelling house with habitable | Not Applicable |

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| | spaces setback from the shared boundary. If the same adjoining dwelling had a built to the side boundary non-habitable garage (as provided for by AO6(b)), the point at which the maximum building height of 7.5m above ground is measured from would remain 1m.<br>Editor's note—In interpretation of what maximum building height is provided for by AO3, the width of a subject lot will determine the maximum building height by way of the point either where 30° planes rising from opposite boundaries meet or the maximum building height identified in AO3, whichever is the lesser is the maximum building height. | |
| **PO4**<br>Development has a building height that:<br>a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight;<br>b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity.<br>Note—In interpreting PO4(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site. | **AO4**<br>Development:<br>a. in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone or in the Medium density residential zone results in a maximum building height of 9.5m above ground level at side and rear walls, increasing at no more than 30 degrees to a maximum building height of 11.5m above ground level and:<br>i. 3 storeys; or<br>ii. 2 storeys if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or<br>b. is located within an approved building envelope for the site to the extent of any inconsistency with (a).<br>Note—The lowest point forming part of the maximum building height identified in AO4 being 9.5m is determined by the applicable setback identified in AO6(a) or AO6(c), but not AO6(b) in this code.<br>Editor's note—For the purposes of determining compliance with AO4 reference is to be made to section 1.7.7.<br>Editor's note—For example, the point at which the maximum building height of 9.5m above ground (as provided by AO4) is determined to be setback 1m if the adjoining lot has a dwelling house with habitable spaces setback from the shared boundary. If the same adjoining | Not Applicable |

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| | dwelling had a built to the side boundary non-habitable garage (as provided for by AO6(b)), the point at which the maximum building height of 9.5m above ground is measured from would remain 1m.<br>Editor's note—In interpretation of what maximum building height is provided for by AO4, the width of a subject lot will determine the maximum building height by way of the point either where 30° planes rising from opposite boundaries meet or the maximum building height identified in AO4, whichever is the lesser is the maximum building height. | |
| **PO5**<br>Development provides a front boundary setback that is consistent with and complements the front boundary setbacks prevailing in the street and local area. | **AO5**<br>Development results in a minimum street frontage setback that is:<br>a. on the primary street frontage:<br>i. 6m where all adjoining dwelling houses have a setback of 6m or more; or<br>ii. the same as the least setback, but not less than 3m, of an adjoining dwelling house where that dwelling house has a setback less than 6m; or<br>iii. 3m where there is no adjoining dwelling house;<br>b. on a secondary street frontage:<br>i. 1.5m; or<br>ii. 0m for non-habitable spaces up to 3m building height where the secondary street frontage is opposite to the primary street frontage and the road reserve of the secondary street frontage is 8m or less wide and a minor road;<br>c. in addition to either (a) where the setback is less than 5.5m or (b)(i) above, a minimum of 5.5m street frontage setback for garages; or<br>d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c).<br>Editor's note—For the purposes of determining compliance with AO5 reference is to be made to section 1.7.6. | Not Applicable |

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| **PO6**<br>Development provides side boundary setbacks that:<br>a. does not impact on the amenity and privacy of residents in adjoining dwelling houses;<br>b. provides for natural light, sunlight and breezes. | **AO6**<br>Development results in a minimum side boundary setback that is:<br>a. 1m for habitable spaces; or<br>b. 0.5m and a maximum height of 3.5m for non-habitable spaces only for a maximum length of:<br>i. 15m, where located in the Low—medium density residential zone, Medium density residential zone or High density residential zone; or<br>ii. 9m, where in the Low density residential zone or the Character residential zone; or<br>c. 0m where:<br>i. matching the extent of an existing built to boundary wall on the adjoining property; or<br>ii. the adjoining property is 300m$^2$ or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone; or<br>iii. on a lot with an average width of 7.5m or less where the adjoining property is 300m$^2$ or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone and the adjoining property has no existing built to the boundary wall; or<br>iv. on a lot with an average width of more than 7.5m in the Low density residential zone or the Infill housing zone precinct of the Character residential zone where the registered owner of the adjoining premises does not object to a setback | Not Applicable |

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| | less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m; or<br>d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c).<br>Note—AO6(c)(ii) and (iii) apply to the development of a dwelling house at the same time as an adjoining dwelling house or adjoining dwelling houses developed at separate times.<br>Editor's note—For the purposes of determining compliance with AO6 reference is to be made to section 1.7.6.<br>Editor's note—For the purpose of satisfying AO6(c)(iv), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance. | |
| **PO7**<br>Development provides a rear boundary setback that:<br>a. provides for open space and landscaping;<br>b. does not impact on the amenity and privacy of residents in adjoining dwelling houses;<br>c. provides for natural light, sunlight and breezes. | **AO7**<br>Development results in a minimum rear boundary setback that is:<br>a. 6m, where on a lot with an average depth of more than 25m; or<br>b. on a lot with an average depth of 25m or less:<br>i. 3m, for a part of a building or structure up to 4.5m high;<br>ii. 4.5m, for a part of a building or structure over 4.5m high.<br>c. located within an approved building envelope for the site to the extent of any inconsistency with (a) or (b).<br>Editor's note—For the purposes of determining compliance with AO7 reference is to be made to section 1.7.6. | Not Applicable |
| **PO8**<br>Development provides an even distribution of open space and building footprint, to facilitate a balance of indoor and outdoor recreation and adequate private open space. | **AO8**<br>Development results in a maximum site cover of:<br>a. 50% where the lot is 400m$^2$ or more; or<br>b. 60% where the lot is 300m$^2$ or more and less than 400m$^2$; or<br>c. 70% where the lot is 200m$^2$ or more and less | Not Applicable |

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| | than 300m$^2$; or<br>d. 80% where the lot is less than 200m$^2$.<br>Editor's note—For the purposes of determining compliance with AO8 reference is to be made to section 1.7.6. | |
| **PO9**<br>Development involving any built to boundary wall does not impact on the amenity or privacy of residents or adjoining residents. | **AO9.1**<br>Development ensures that a built to boundary wall is:<br>a. for non-habitable rooms or spaces only where the adjoining lot is more than 300m$^2$;<br>b. not located within 1m of a window of a habitable room in an adjoining dwelling house;<br>c. not located within the front or rear boundary setbacks;<br>d. low maintenance and constructed of pre-finished materials.<br>Refer to Figure c and Figure d.<br>Note—Built to boundary walls are distinct from side setbacks. Reduced setbacks for dwelling houses on small lots may be used for habitable space as provided under AO6.<br>**AO9.2**<br>Development does not include any built to boundary walls in the Character zone precinct of the Character residential zone other than:<br>a. matching the extent of an existing built to boundary wall on adjoining premises; or<br>b. on a lot with an average width of more than 7.5m where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m.<br>Editor's note — For the purposes of satisfying AO9.2(b), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance. | Not Applicable |
| **PO10** | **AO10** | Not Applicable |

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| Development results in building length and bulk of a domestic scale which minimises overbearing for adjoining dwelling houses and their private open space. | Development results in a combined total length of the building or building components of a dwelling house, secondary dwelling and domestic outbuilding that does not exceed 25m.<br>Note—Building length includes garages, decks, balconies, verandahs and other projections and excludes eaves, sunhoods and other building work that comprise prescribed accepted development. | |
| **PO11**<br>Development ensures that a dwelling house is orientated to the street to facilitate casual surveillance of the street and provide visual interest.<br>Note—This performance outcome is not applicable for a rear lot. | **AO11**<br>Development results in the dwelling house having windows to habitable rooms or balconies on the facades facing the street.<br>Note—This acceptable outcome is not applicable for a rear lot. | Not Applicable |
| **PO12**<br>Development ensures that vehicle access and parking is accommodated on site with:<br>a. vehicle access of an appropriate grade and width to facilitate safe property access;<br>b. a driveway crossover width that does not visually dominate the appearance of the dwelling house when viewed from the street;<br>c. an appropriate number of car parking spaces for the scale of the dwelling house and the normal activities of a household. | **AO12.1**<br>Development provides a minimum number of on-site car parking spaces comprising:<br>a. 1 car parking space for the dwelling house;<br>b. 1 car parking space for any secondary dwelling on the same site;<br>c. where a garage is provided, 1 car parking space forward of the garage other than a garage located on a secondary street frontage.<br>Editor's note—Compliance with AO12.1(c) does not have the effect of reducing a street frontage setback less than identified in AO5 but may require a greater setback to the extent of the parking space.<br>**AO12.2**<br>Development provides vehicular crossings that:<br>a. have a maximum crossover width of 4m (excluding apron tapers);<br>b. comply with standard drawing BSD-2022 or BSD-2021 for a rear lot;<br>c. comply with standard drawing BSD-2024 (where 3.75m footpath width) or BSD-2025 (where 4.25m footpath width). | Not Applicable |
| **PO13** | **AO13.1** | Not Applicable |

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| Development provides car accommodation that does not visually dominate the appearance of a dwelling house when viewed from a street. | Development of a lot with any street frontage of:<br>a. 7.5m or less has a maximum of 3.5m wide single-width car accommodation only; or<br>b. more than 7.5m has up to double-width car accommodation.<br>Editor's note—Double-width car accommodation is of sufficient width to accommodate two cars side by side; otherwise the car accommodation is single-width car accommodation. | |
| | **AO13.2**<br>Development involving tandem car parking is constructed in accordance with Figure e. | |
| | **AO13.3**<br>Development involving double-width car parking is:<br>a. 6m maximum door width for a garage or total width where a carport or combination of both; or<br>b. may have a door on the front of a carport;<br>c. for a garage where not built to the side boundary, the garage door is recessed from the street frontage of the building at least 1m beneath the:<br>i. upper storey, balcony or verandah of a 2 or more storey building; or<br>ii. eave of a single-storey building;<br>d. for a garage built to the side boundary, is not recessed for the part of the garage between the building and the side boundary.<br>Note—AO13.3(c) applies to the extent of the garage door only and does not include features such as posts that support the upper storey, balcony or verandah.<br>Editor's note—A013.3(d) overrides the provisions of AO13.3(c) to the extent that the garage element extends towards a side boundary beyond the balance of the building. For example, a 3m wide garage built to a side boundary would not need to be recessed in accordance with AO13.3(c) where the balance of the building was setback 3m or more from the same side boundary. | |
| | **AO13.4**<br>Development involving car accommodation constrained | |

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| | by a steeply sloping site (a slope of 1 in 4 or greater between the front boundary and building setback):<br>a. may have a double-car carport or garage with a maximum internal width of 6m (excluding eaves) that may be constructed closer to the road alignment than the house;<br>b. may include a crossover for the full width of the car accommodation.<br>Refer to Figure f.<br>Note—This acceptable outcome supersedes the street frontage setback requirements in AO5 | |
| **PO14**<br>Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices. | **AO14.1**<br>Development that is within 2m for the storey closest to the ground level or 9m for storeys above, of a neighbouring dwelling house (refer to Figure g) incorporates windows, decks, balconies, terraces or roof decks that:<br>a. are offset from the window of a habitable room in the adjacent dwelling house to limit direct outlook as shown in Figure h; or<br>b. where a window, have:<br>i. sill heights of 1.5m above the floor level of that storey; or<br>ii. are covered by fixed obscure glazing in any part of the window below 1.5m above floor level of that storey; or<br>iii. have fixed external screens; or<br>iv. where at the ground storey, fencing to a height of 1.5m above ground storey floor level;<br>c. where a deck, balcony, terrace, or roof deck have fixed screening.<br>**AO14.2**<br>Development ensures that a roof deck or viewing platform: | Not Applicable |

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| | a. is set back at least 1.5m from the side boundary;<br>b. has a floor level no more than 7m above ground level or 1.5m less than the height of the roof, whichever is less. | |
| | **AO14.3**<br>Development incorporates screening devices that are:<br>a. solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, that are permanently fixed and durable (refer to Figure i and Figure j);<br>b. offset a minimum of 0.3m from the face of the wall around any window.<br>Note—Screening devices may be hinged to facilitate emergency egress only. | |
| **PO15**<br>Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the surface or roof-water drainage system is managed to prevent water seepage, concentration of run-off or ponding on an adjoining property.<br>Note—The Queensland Development Code outlines requirements for surface and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface or roof-water drainage connection is not required through an adjoining property. | **AO15**<br>Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the owner of the adjoining property has provided written permission for the connection. | Not Applicable |
| **If for single-storey adaptable housing constructed to include the adaptable housing elements listed in Table 9.3.8.3.B** | | |
| **PO16**<br>Development ensures that housing is able to be readily adapted to a resident's changing life-cycle needs. | **AO16**<br>Development for a dwelling house or secondary dwelling, including associated external areas, is constructed in accordance with Table 9.3.8.3.B. | Not Applicable |

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| **PO17**<br>Development minimises the impacts of a dwelling house on adjoining dwelling houses and their associated private open space by:<br>a. maintaining access to sunlight, daylight and privacy;<br>b. ensuring building size and bulk does not create overbearing development for adjoining dwelling houses and their private open space. | **AO17.1**<br>Development:<br>a. has a maximum wall height of 4.5m above ground level;<br>b. is no more than 1 storey above ground level;<br>c. has a minimum street frontage setback of 3m excluding uncovered stairs and ramps;<br>d. complies with setbacks specified in AO6 and AO7.<br>Editor's note—For the purposes of determining compliance with AO17.1 reference is to be made to section 1.7.6.<br>**AO17.2**<br>Development of a dwelling house contains a minimum of one single car garage with a minimum width of 4m. | Not Applicable |
| **Section B—If on a lot less than 180m$^2$** | | |
| **PO18**<br>Development has a building height that:<br>a. achieves the intended outcome of the zone precinct;<br>b. is designed to avoid a significant and undue adverse amenity impact to adjoining development;<br>c. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight;<br>d. contributes to a cohesive streetscape and built form character;<br>e. considers the topography of the area and site slope;<br>f. maintains significant view points and corridors.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be shown on a development footprint plan. | **AO18**<br>Development has a maximum building height that:<br>a. does not exceed 11.5m and 3 storeys; or<br>b. is in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | Complies<br>Each of the proposed dwellings are two storeys.<br><br>The building on lots 3 and 4 has a maximum height of 7.8m, with the roof at a 22.5° pitch.<br><br>The building on lots 1 and 2 has a maximum height of 8.4m, with the roof at a 22.5° pitch.<br><br>The rear and side walls of all buildings are less than 6m in height. |
| **PO19** | **AO19** | Complies PO19<br>The proposed development does not comply with |

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| Development ensures that the proportion of buildings to open space and landscaping on a site:<br>a. is consistent with the intended form, character and intensity of the local area and immediate streetscape;<br>b. supports and protects residential amenity for residents and adjoining properties;<br>c. provides access to sunlight, natural ventilation and breezes;<br>d. provides for functional outdoor private open space;<br>e. retains and protects significant vegetation or allows for establishment of large subtropical shade trees.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be shown on a development footprint plan. | Development has a maximum site cover:<br>a. of 55%; or<br>b. that is in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | AO19 as the development results in a site cover of approximately 58% and does not have an approved development footprint plan. However, the proposed development only represents a minor non-compliance with the required site cover. The development is able to provide adequate landscaping to maintain the existing character of the local area. Each dwelling is also provided with sufficient private open space which is directly accessible from the living spaces. As demonstrated in the town planning report the development protects existing residential amenity while also allowing privacy for future residents. Therefore, the proposed development complies with PO19. |
| **PO20**<br>Development minimises impervious areas to:<br>a. provide opportunities for subtropical landscaping, including the protection of existing and establishment of new trees;<br>b. maintain and facilitate restoration of soil moisture to support vegetation growth;<br>c. mitigate urban heat island impacts;<br>d. manage and reduce stormwater run-off.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | **AO20**<br>Development results in a maximum impervious area:<br>a. of 70% of the total site area; or<br>b. that is in accordance with an approved development footprint plan for the site.<br>Note—In interpreting AO20, impervious areas are areas formed or covered by materials that prevent the infiltration of water into the ground below and prevent planting in-ground, including:<br>• roofed areas, manoeuvring areas, hardstand or swimming pools;<br>• other areas covered by tiles, bricks, compacted gravel, artificial turf or concrete.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | Complies PO20<br>The proposed development provides opportunities for landscaping, particularly along the front and side setbacks. The design of the dwelling houses, featuring built to boundary walls, increases opportunities for landscaping while still resulting in a desired housing product for the area. Additionally, stormwater and heat can be effectively managed. |
| **PO21**<br>Development has a building length that:<br>a. is consistent with the form and character of the neighbourhood and street;<br>b. reduces the appearance of bulk through changes | **AO21.1**<br>Development ensures the combined total length of the building or building components:<br>a. does not exceed 25m; or<br>b. is in accordance with an approved development | Complies<br>The proposed development does not result in a combined total length of the building greater the 25m. |

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| in building depth, length and articulated form, including mid-building breaks;<br>c. supports residential amenity of residents and adjoining properties, including access to natural light, ventilation and breezes;<br>d. provides opportunities for functional private open space and subtropical landscaping to soften the built form;<br>e. is designed to mitigate stormwater impacts.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | footprint plan for the site.<br>Note—The total length of a building or building components includes garages, decks, balconies, verandahs and other projections. It does not include eaves or sunhoods.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br><br>**AO21.2**<br>Development that results in a building length that exceeds 15m includes an open-to-sky mid-building break to one side boundary that:<br>a. has a minimum dimension of:<br>i. 3m by 3m; or<br>ii. 2.5m by 4m; or<br>b. is in accordance with an approved development footprint plan for the site.<br>Refer to Figure m.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| **PO22**<br>Development provides a front boundary setback that:<br>a. defines the street edge;<br>b. creates a clear threshold and transition from public to private space;<br>c. assists in achieving visual privacy to the ground storey from the street;<br>d. facilitates subtropical landscaping to soften the built form from the street;<br>e. maximises the opportunity to retain and protect significant vegetation;<br>f. is consistent with the existing streetscape and setback pattern;<br>g. ensures areas are provided for car parking on the site that are covered and:<br>i. integrated and not a dominant feature of | **AO22.1**<br>Development results in a front boundary setback in accordance with:<br>a. the requirements set out in Table 9.3.8.3.C; or<br>b. an approved development footprint plan for the site.<br>Refer to Figure k and Figure l.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br><br>**AO22.2**<br>Development, except where accessed by a rear lane, results in a front boundary setback to areas for covered car parking that:<br>a. is a minimum of 5.5m; or<br>b. is in accordance with an approved development | Complies PO22<br>See full response to front boundary setback PO in town planning report. |

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| the development;<br>ii. located to have minimal impact on sightlines and casual surveillance of streets or other public spaces;<br>iii. located to avoid additional driveway car parking encroaching into the verge.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | footprint plan for the site.<br>Refer to Figure k and Figure l.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| **PO23**<br>Development results in side boundary setbacks that:<br>a. minimise the impact of development on the amenity and privacy of adjoining residents;<br>b. contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;<br>c. provide for natural light, sunlight and breezes;<br>d. ensure stormwater run-off from the site and upslope catchments do not have an adverse impact on the safety of, or cause nuisance to properties;<br>e. ensure infrastructure, services and utilities can be accessed and maintained.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan.<br>Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset.<br>Editor's note—Small lot sizes and reduced setbacks in Brisbane's subtropical climate require careful consideration of stormwater management. The Stormwater code and Infrastructure design planning scheme policy provide guidance for stormwater management. Development should ensure proper management of run-off from the site, neighbouring properties and any external catchments during minor and major storm events. | **AO23**<br>Development results in side boundary setbacks in accordance with:<br>a. the requirements set out in Table 9.3.8.3.C; or<br>b. an approved development footprint plan for the site.<br>Refer to Figure k and Figure l.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br>Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset. | Complies PO23<br>See full response to side boundary setback PO in town planning report. |

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| **PO24**<br>Development results in a rear boundary setback that:<br>a. provides for functional private open space and subtropical landscaping;<br>b. supports the separation of buildings to provide visual and acoustic privacy without reliance on screening;<br>c. ensures access to natural light, sunlight and breezes for the dwelling and adjoining premises;<br>d. retains and protects significant vegetation or allows for the establishment of large subtropical shade trees.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan.<br>Note—Guidance on significant vegetation is provided in the Vegetation planning scheme policy.<br>Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset. | **AO24**<br>Development results in a rear boundary setback in accordance with:<br>a. the requirements set out in Table 9.3.8.3.C; or<br>b. an approved development footprint plan for the site.<br>Refer to Figure k and Figure l.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br>Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from damage and maintain access for inspection and maintenance activities. QDC MP1.4 and SEQ Water Supply and Sewerage Design and Construction Code applies to development located near a sewer or water asset. | Complies PO24<br>See full response to rear boundary setback PO in town planning report. |
| **PO25**<br>Development ensures built to boundary walls do not impact on the amenity or privacy of residents of adjoining premises.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan.<br>Editor's note—Small lot sizes and reduced setbacks in Brisbane's subtropical climate require careful consideration of stormwater management. The Stormwater code and Infrastructure design planning scheme policy provide guidance for stormwater management. Development should ensure proper management of run-off from the site, neighbouring properties and any external catchments during minor and major storm events. | **AO25.1**<br>Development ensures that a built to boundary wall is:<br>a. only for non-habitable rooms or spaces where the adjoining lot is more than 300m$^2$;<br>b. not located within 1m of a window of a habitable room in an adjoining dwelling house;<br>c. not located within the front (including secondary frontages) or rear boundary setbacks;<br>d. located towards the front of the lot and separated, where on the side boundaries of a corner lot;<br>e. a maximum wall height of 3m;<br>f. low maintenance and constructed of pre-finished materials; or | Not Applicable<br>The proposed development does not contain built to boundary walls as each dwelling features a shared wall along a boundary. |

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| | g. in accordance with an approved development footprint plan for the site.<br>Refer to Figure c and Figure d.<br>Note—Built to boundary walls are considered to be less than 900mm from the boundary for the purposes of this code.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| | **AO25.2**<br>Development ensures a built to boundary wall:<br>a. has a maximum length of 15m; or<br>b. is in accordance with an approved development footprint plan for the site.<br>Refer to Figure m.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| **PO26**<br>Development that involves shared walls:<br>a. does not negatively impact on the development potential, residential amenity or privacy of adjoining sites;<br>b. reflects the existing pattern of the streetscape;<br>c. is consistent with an abutting approved or lawfully constructed shared wall of an adjoining dwelling;<br>d. is designed to mitigate stormwater impacts;<br>e. incorporates a roof design that ensures the roof water shed cannot overflow into or be discharged into adjoining properties or the space between shared walls.<br>Note—Shared walls refer to adjoining walls that are built on each side of a common boundary. A High-density Development Easement is required to manage the shared wall with the adjacent lot.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | **AO26.1**<br>Development ensures that shared walls located on one or more side boundaries have a maximum length that:<br>a. is 20m, or 60% of the length of the side boundary, whichever is lesser;<br>b. does not exceed the length of an abutting approved or lawfully constructed shared wall of an adjoining dwelling; or<br>c. complies with an approved development footprint plan for the site.<br>Refer to Figure m.<br>Note—Shared walls refer to adjoining walls that are built on each side of a common boundary. A High-density development easement is required to manage the shared wall with the adjacent lot.<br>Note—Length is the cumulative length of the wall on a side boundary, with each side measured separately.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | Complies<br>The proposed development features shared walls that are less than 20m in length and less than 11.5m in height. Each lot only features a single shared wall along one side boundary. The shared walls will be constructed of low maintenance materials and will be appropriately fire rated. |
| | **AO26.2** | |

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| Editor's note—Small lot sizes and reduced setbacks in Brisbane's subtropical climate require careful consideration of stormwater management. The Stormwater code and Infrastructure design planning scheme policy provide guidance for stormwater management. Development should ensure proper management of run-off from the site, neighbouring properties and any external catchments during minor and major storm events. | Development ensures that shared walls have a maximum wall height that:<br>a. is 11.5m;<br>b. does not exceed the extent of an approved or lawfully constructed shared wall of an adjoining dwelling; or<br>c. complies with an approved development footprint plan for the site.<br>Refer to Figure m.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| | **AO26.3**<br>Development locates a shared wall:<br>a. on one side boundary; or<br>b. on both side boundaries, only where the site has an average lot width of 9m or less and is not a corner lot; or<br>c. in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| | **AO26.4**<br>Development ensures that a shared wall is:<br>a. adjoining a shared wall on an adjoining lot;<br>b. not located along a front or rear boundary;<br>c. only located on one side boundary where a corner lot;<br>d. constructed of pre-finished or low maintenance materials; or<br>e. in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |

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| | Editor's note—To ensure that a shared wall remains low maintenance, a development that incorporates a roof design with deep overhangs which falls to the front and/or rear boundaries (ie. away from the boundary with the shared wall) is effective at ensuring roof water shed is not directed to adjoining properties or spaces between shared walls. Roof design with overhangs, avoiding parapet facades with box gutter or concealed eaves gutter details will mitigate the impacts of overflow. | |
| **PO27**<br>Development is designed to make a positive contribution to the streetscape and public spaces by:<br>a. orientating buildings to the street frontage or public realm to facilitate casual surveillance of the street or public realm;<br>b. providing an identifiable pedestrian entry to the dwelling;<br>c. providing variation, articulation and visual interest in the built form. | **AO27.1**<br>Development provides at least one pedestrian entry to the dwelling that is covered and visible from the street.<br><br>**AO27.2**<br>Development provides windows or balconies on the facades facing the street. | Complies<br>Each dwelling features a pedestrian entry via a covered porch within the front setback. Each dwelling also features windows overlooking the street from habitable rooms such as bedrooms. |
| **PO28**<br>Development provides for refuse and recycling storage and collection that is located and managed so that adverse impacts, including visual impacts, on residents, neighbouring properties and the public realm are minimised.<br>Note—Refer to the Refuse planning scheme policy for further guidance.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | **AO28**<br>Development provides refuse and recycling storage and collection areas in accordance with the Refuse planning scheme policy or an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br>Note—The Refuse planning scheme policy specifies requirements for residential refuse collection and storage for mobile garbage bins. Requirements for refuse collection include providing for sufficient refuse capacity, providing kerbside collection points and storage areas. | Complies<br>The proposed development will provide refuse collection in accordance with the planning scheme policy in the form of kerb side collection. |
| **PO29**<br>Development provides private open space that:<br>a. maximises outdoor living opportunities that take advantage of Brisbane's subtropical climate;<br>b. provides residents with functional private outdoor space;<br>c. provides opportunities for subtropical | **AO29**<br>Development provides private open space that:<br>a. is a minimum of 20% of total site area;<br>b. has a minimum dimension of 3m by 3m or 2.5m by 4m;<br>c. incorporates a private open space that is directly accessible from a main internal living space; or | Complies PO29<br>The proposed development provides sufficient private open space for each dwelling. The private open space consists of an alfresco area directly accessed from the main living space, adjoining a section of open grassed area. The private open space supports residents recreation and entertaining needs while also maximizing outdoor living opportunities. |

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| landscaping;<br>d. reduces the site's impervious area;<br>e. is located to enhance amenity and liveability for residents.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | d. is in accordance with an approved development footprint plan for the site.<br>Note—The measurement of private open spaces must not include areas for bin storage or utilities such as hot water systems, air-conditioning units, rainwater tanks or other utilities.<br>Note—Private open space can either be covered or uncovered and can form one or multiple spaces.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | |
| **PO30**<br>Development provides for on-site car parking that:<br>a. maximises opportunities for visual engagement and passive surveillance between the dwelling and the street or public realm;<br>b. minimises the extent of hardstand, parking and garage areas visible from the street;<br>c. where providing 2 car parking spaces, is arranged in a tandem configuration, unless accessed by a rear lane;<br>d. where for covered car parking, does not form a dominant proportion of the street frontage.<br>Note—For further guidance refer to the Transport, access, parking and servicing planning scheme policy.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be noted on a development footprint plan. | **AO30**<br>Development provides on-site car parking spaces that:<br>a. is 1 car parking space for the dwelling house;<br>b. where a garage is provided, 1 car parking space forward of the garage other than a garage located on a secondary street frontage;<br>c. where providing 2 spaces, are in a tandem arrangement; or<br>d. is in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan.<br>Note—Any covered car parking is to comply with setbacks in AO22.2. | Complies PO30<br>The proposed development provides a sufficient number of car parking spaces per dwelling, with each dwelling featuring an covered single garage and a visitor car parking space within the front setback. While the provided visitor space is not directly in tandem with the covered space the traffic report has demonstrated there is adequate space for vehicles to enter and exit each space. |
| **PO31**<br>Development ensures that vehicle crossovers and driveways are designed and located to avoid adverse impacts to:<br>a. the opportunity for on-street parking;<br>b. retention of existing street trees or planting of new street trees;<br>c. the character and amenity of the street, including through excessive impervious surfaces;<br>d. the safety and convenience for residents, | **AO31.1**<br>Development provides a vehicle crossover and driveway in accordance with an approved development footprint plan, where existing, for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome is not required.<br><br>**AO31.2**<br>Development provides a vehicle crossover that:<br>a. has a maximum crossover width of: | Complies PO31<br>The proposed development features three new crossovers, one shared crossover servicing lots 1 and 2 and two individual crossovers servicing lots 3 and 4. While the proposed crossovers exceed the maximum prescribed width the development still provides ample opportunity for on street parking and landscaping along the verge. Only two of the five existing street trees will be removed. Additionally, the traffic report demonstrates that the location and width of the |

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| adjoining lots, visitors and service providers;<br>e. the provision of vehicle crossovers and driveways on adjoining lots.<br>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.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this performance outcome must be shown on a development footprint plan. | i. 2.5m where servicing 1 dwelling (excluding apron taper width); or<br>ii. 4m where servicing 2 dwellings (excluding apron taper width); or<br>b. is in accordance with an approved development footprint plan for the site;<br>c. complies with BSD-2022 - Sheet 2;<br>d. complies with standard drawing BSD-2024 (where 3.75m verge width) or BSD-2025 (where 4.25m verge width).<br>Note—The crossover width is to be measured at the kerb and street side of any constructed footpath on the verge. Driveways may widen to 3m at the property boundary where servicing 1 dwelling/lot or 5m at the property boundary where servicing 2 or more lots, as per BSD-2022 - Sheet 2.<br>Note—Where demonstrating compliance with PO28, AO28.1 and AO28.3 in the Subdivision code, compliance with this acceptable outcome must be noted on a development footprint plan. | proposed crossovers maintains the safety and efficiency of the street network. |
| | **AO31.3**<br>Development locates and designs a single or combined vehicle crossover and driveway to provide:<br>a. a minimum radius clearance from the trunk of an existing street tree to any part of the crossover/driveway (including apron tapers) of:<br>i. 3m where a buttress tree; or<br>ii. 2m;<br>b. a minimum clearance of 4m between crossovers (including apron tapers) to facilitate new street tree planting;<br>c. a minimum of 2m for a bin collection area on the verge; or<br>d. in accordance with an approved development footprint plan for the site.<br>Refer to Figure n.<br>Note—Where demonstrating compliance with PO28, AO28.1 and AO28.3 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | |

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| | Note—Buttress trees require a greater clearance to crossovers. Applicants must submit a vehicle crossover/driveway proposal plan to Council showing adequate clearance to buttress tree roots to the satisfaction of a suitably qualified arborist or Council delegate.<br>Note—A bin collection area is to be in compliance with the Refuse planning scheme policy. | |
| | **AO31.4**<br>Development locates and designs a single or combined vehicle crossover and driveway to provide a minimum of 5.4m between crossovers (including apron tapers) for on-street parking, or in accordance with an approved development footprint plan for the site.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | |
| | **AO31.5**<br>Development provides a combined vehicle crossover for every two reconfigured lots, except a corner lot with access to an alternative minor road, or in accordance with an approved development footprint plan for the site. Refer to Figure o.<br>Note—Where demonstrating compliance with PO28/AO28.1 in the Subdivision code, compliance with this acceptable outcome must be shown on a development footprint plan. | |
| **PO32**<br>Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices. | **AO32.1**<br>Development that is within 2m for the storey closest to the ground level or 9m for storeys above, of a neighbouring dwelling house (refer to Figure g) incorporates windows, decks, balconies, terraces or roof decks that:<br>a. are offset from the window of a habitable room in the adjacent dwelling house to limit direct outlook as shown in Figure h; or<br>b. where a window, have:<br>i. sill heights of 1.5m above the floor level of that storey; or | Can comply<br>Screening and glazing can be conditioned to ensure windows do not result in overlooking and privacy impacts on neighbouring properties. |

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| | ii. are covered by fixed obscure glazing in any part of the window below 1.5m above floor level of that storey; or<br>iii. have fixed external screens; or<br>iv. where at the ground storey, fencing to a height of 1.5m above ground storey floor level;<br>c. where a deck, balcony, terrace, or roof deck have fixed screening.<br><br>**AO32.2**<br>Development ensures that a roof deck or viewing platform:<br>a. is set back at least 1.5m from the side boundary, where there is no shared wall;<br>b. has a floor level 1.5m less than the height of the roof. | |
| | **AO32.3**<br>Development incorporates screening devices that are:<br>a. solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, that are permanently fixed and durable (refer to Figure i and Figure j);<br>b. offset a minimum of 0.3m from the face of the wall around any window.<br>Note—Screening devices may be hinged to facilitate emergency egress only. | |
| **PO33**<br>Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the surface or roof-water drainage system is managed to | **AO33**<br>Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the owner of the adjoining property has provided written | Complies<br>If site works require access via a neighbouring property owners consent will be obtained. |

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| prevent water seepage, concentration of run-off or ponding on an adjoining property.<br>Note—The Queensland Development Code outlines requirements for surface and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface or roof-water drainage connection is not required through an adjoining property. | permission for the connection. | |

**Table 9.3.8.3.B—Adaptable housing elements**

| Item | Detail |
|---|---|
| Dwelling access | a. Dwelling access provides a well-lit, continuous, accessible path from the car accommodation and driveway to the front door.<br>b. All entries into the dwelling from external paths have no more than a 10mm change in level. |
| Design of dwelling and associated external areas | a. Essential features of the dwelling that must be accessible to a person with a disability include kitchen, bathroom, living area, laundry, telephone/internet connection, storage areas (linen etc.), garage, letterbox, bin access and outdoor space.<br>b. Dwellings are designed in accordance with AS 4299-1995: Adaptable housing with respect to sufficient circulation space for a wheelchair to manoeuvre.<br>c. All doorways and manoeuvring space around doorways are a minimum of 0.85m.<br>d. Where possible, the dwelling unit is open plan, but any hallways are at least 1.2m wide.<br>e. The kitchen is open plan, with a minimum approach horizontal clearance of 1.55m in front of all benches, storage and fixed appliances.<br>f. At least 1 bedroom has a minimum clear 3.6m by 3.6m internal dimension and is accessible to a disabled person from the dwelling's entry level.<br>g. At least 1 bathroom, toilet and shower has reinforced walls and is accessible to a disabled person from the dwelling's entry level. The shower area must be step free.<br>h. The laundry has a minimum circulation space 1.55m deep in front of or beside appliances. Taps are located to the side, not the back of laundry tubs and washing machines.<br>i. Any staircases are adjacent to a load-bearing wall, to facilitate installation of a wheelchair stair lift. |

Notes—
- An accessible path has a minimum 1.2m width, with a maximum crossfall of 1:40, has only gentle ramping (maximum slope of 1:20) and does not have steps or ledges along the length of travel.
- Reinforced walls have 12mm structural plywood (or equivalent), screw fixed to the wall framing, before fixing the finished wall sheets. This allows for future fixing of grab rails or other fittings in any location.
- Well-lit areas comply with lighting standards AS/NZS 1158.3.1: 2005: Lighting for roads and public spaces.

**Table 9.3.8.3.C—Boundary setbacks for lots less than 180m$^2$**

| **Lot depth** | **Minimum boundary setback (m)** | | | | |
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| | **Front[1]** | | **Rear** | | **Side** |
| | **To balcony** | **To wall** | **To balcony** | **To wall** | |
| Lot depth less than 15m | 3 | 3[2] | 3 | 4 | 1 |
| Lot depth between 15m and 18m | 3 | 3[2] | 4 | | 1 |
| Lot depth greater than 18m and up to 25m | 3 | 4[2] | 4 | 6 | 1 |
| Lot depth greater than 25m | 4 | 6[2] | 4 | 6 | 1 |
| Where located on a corner lot | 2.5[2]; or<br>1.5 to a secondary street frontage | | — | | 1 |

Notes—
[1] Where lot is accessed from a rear lane, reduced setbacks of 0.5m to non-habitable spaces and 1m to habitable spaces apply to the rear lane frontage.
[2] In accordance with AO22.2, a setback of 5.5m to covered car parking is required.

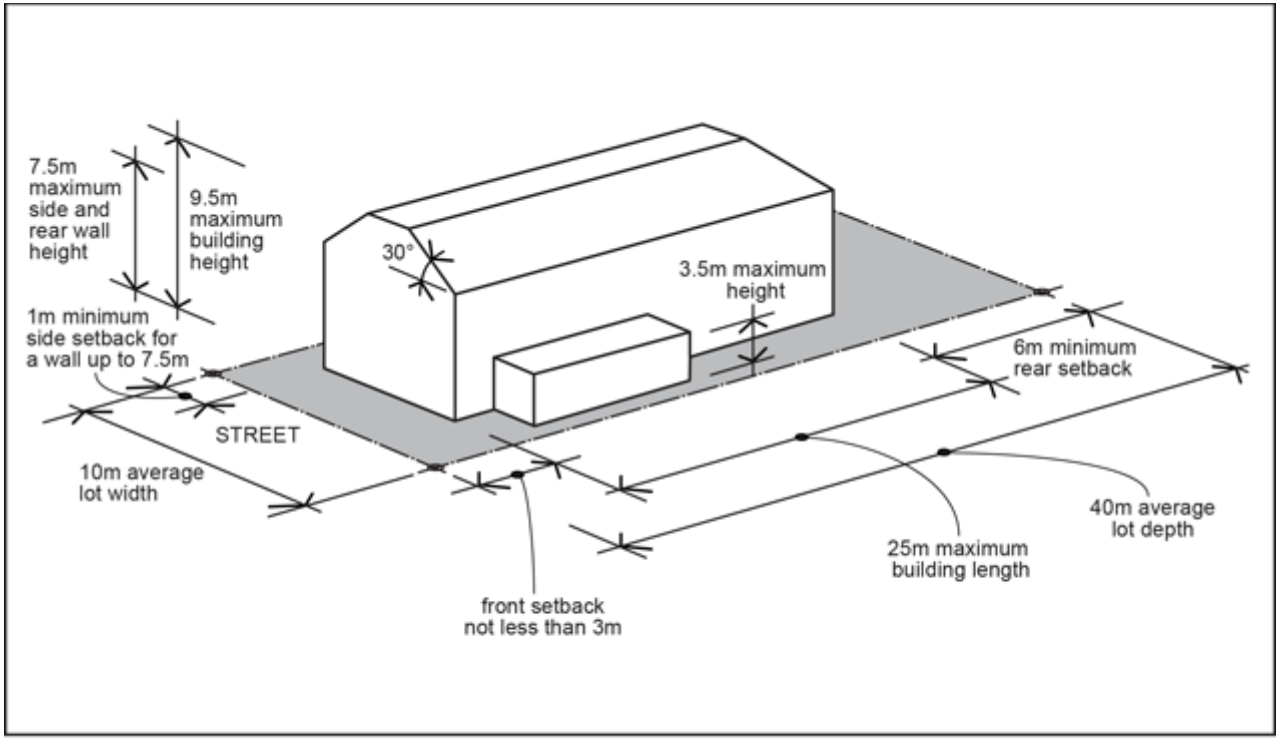



Figure a—Building envelope for a typical 405m² (16 perch) lot with one street frontage in the Low density residential zone

View the high resolution of Figure a—Building envelope for a typical 405m2 (16 perch) lot with one street frontage in the Low density residential zone

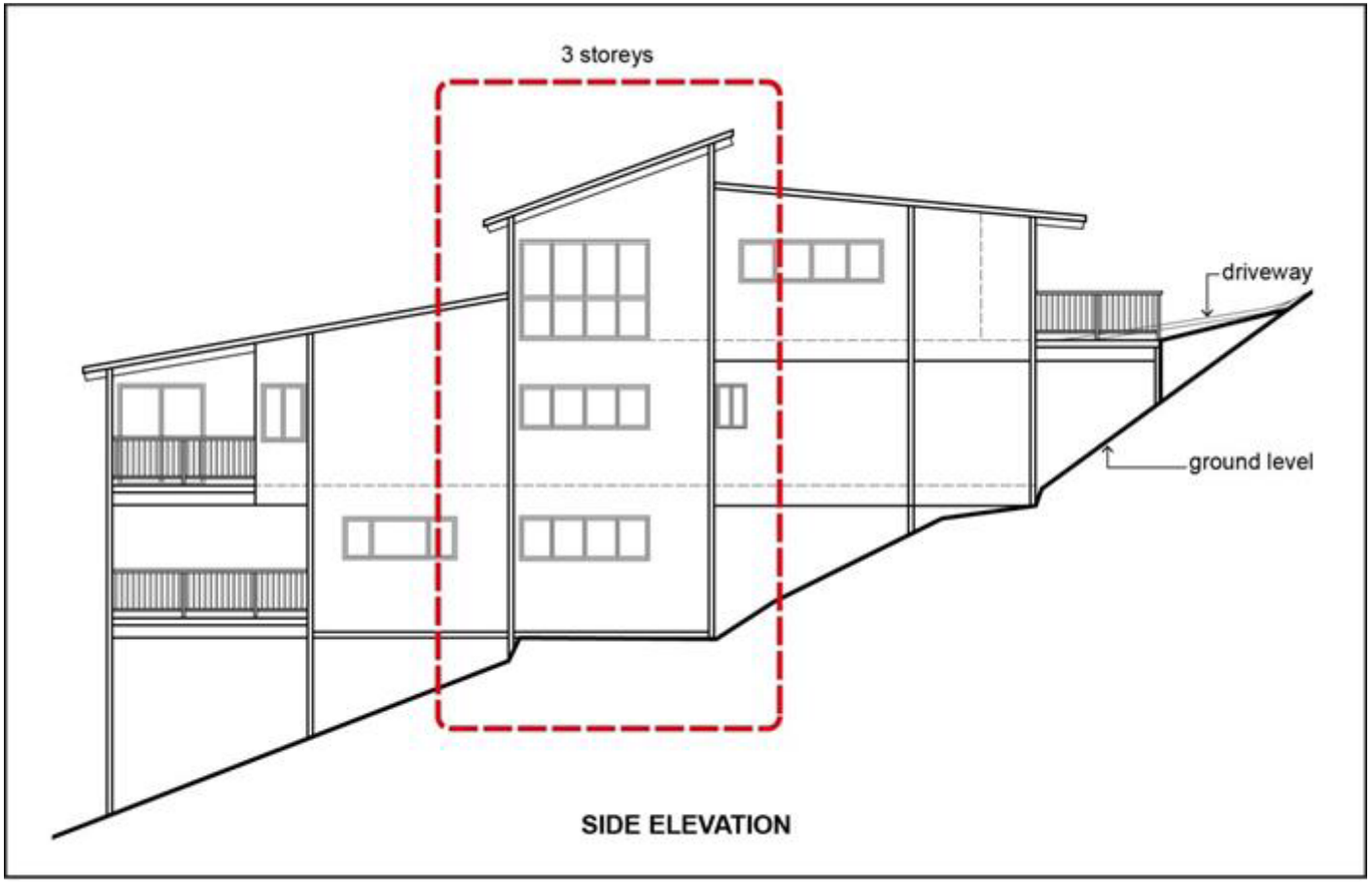



Figure b—Predominantly 2 storey dwelling addressing local circumstances of topography

View the high resolution of Figure b—Predominantly 2 storey dwelling addressing local circumstances of topography

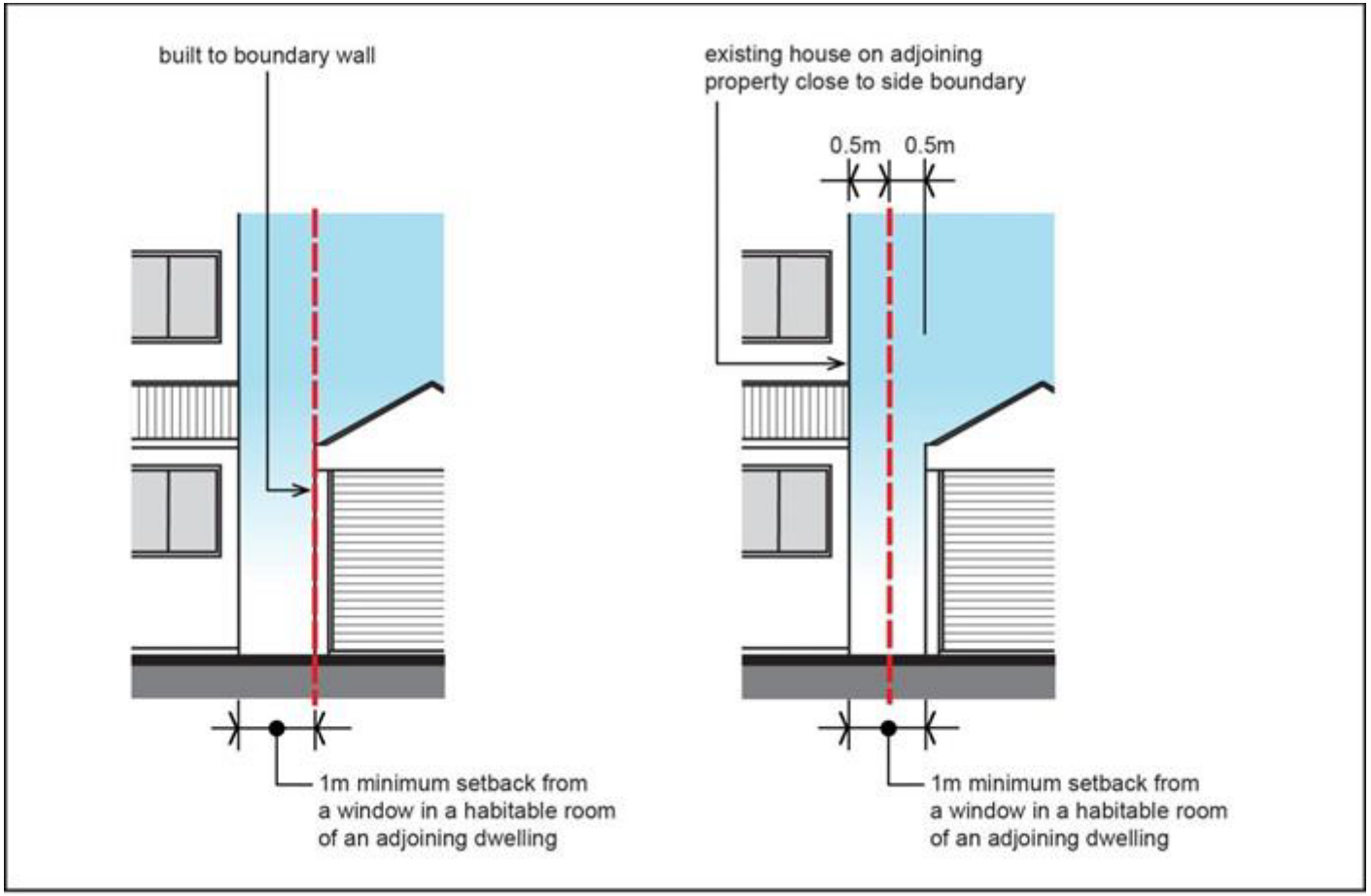



Figure c—Built to boundary walls

View the high resolution of Figure c—Built to boundary walls

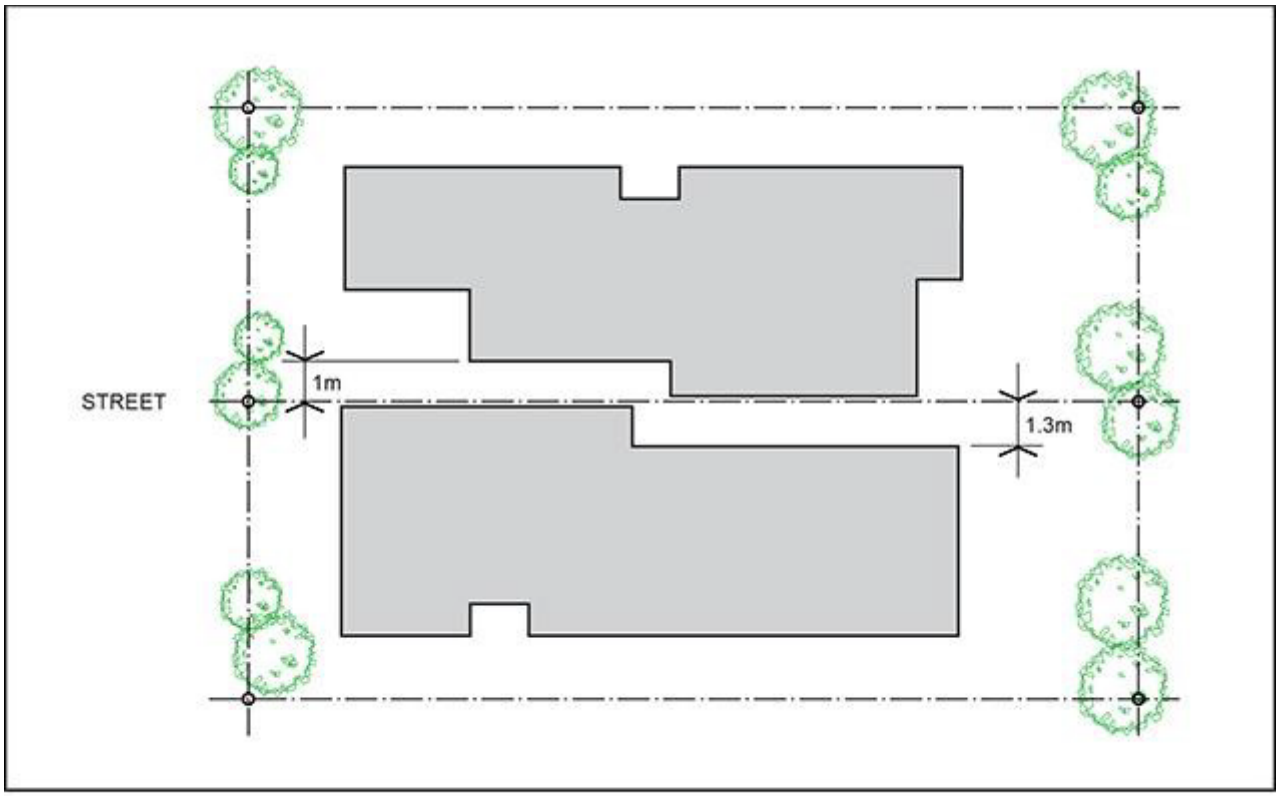



Figure d—Example of two dwelling houses built to the same boundary

View the high resolution of Figure d—Example of two dwelling houses built to the same boundary

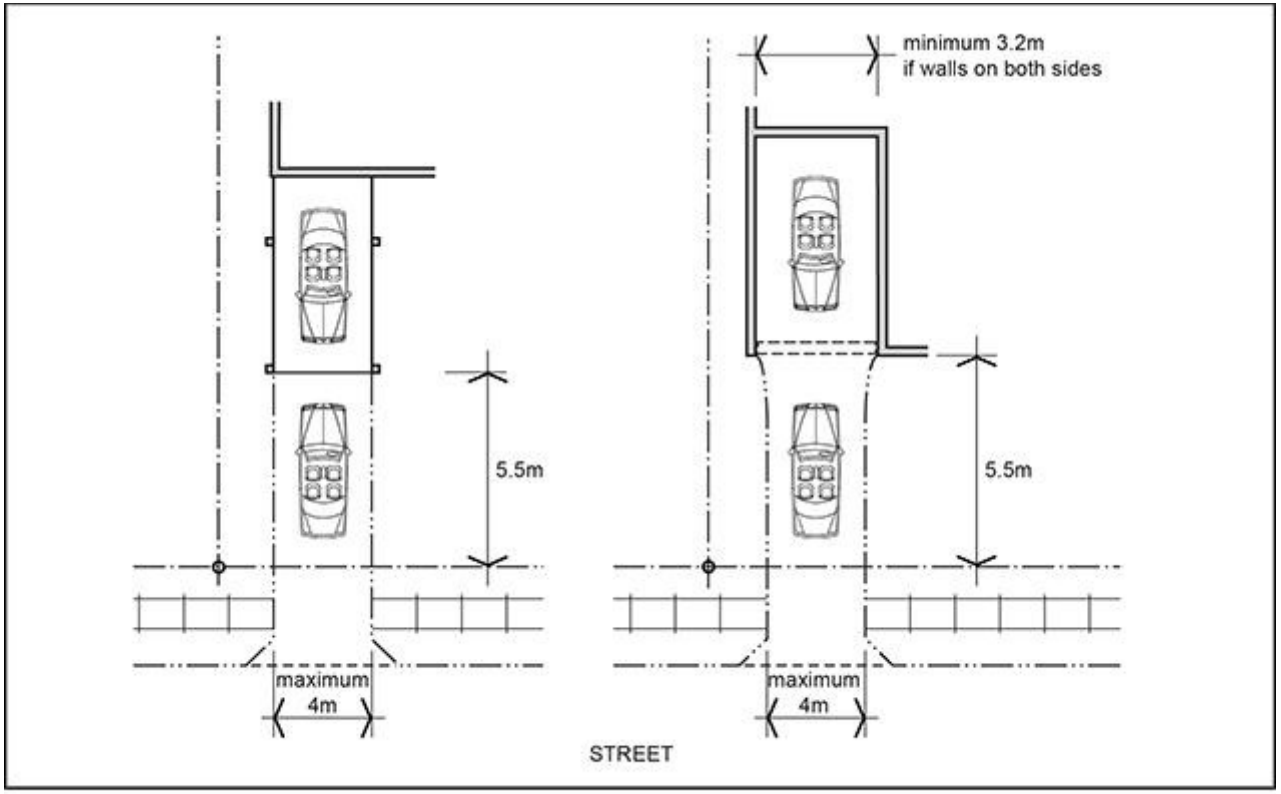



Figure e—Tandem design, including minimum dimensions for car parking

View the high resolution of Figure e—Tandem design, including minimum dimensions for car parking

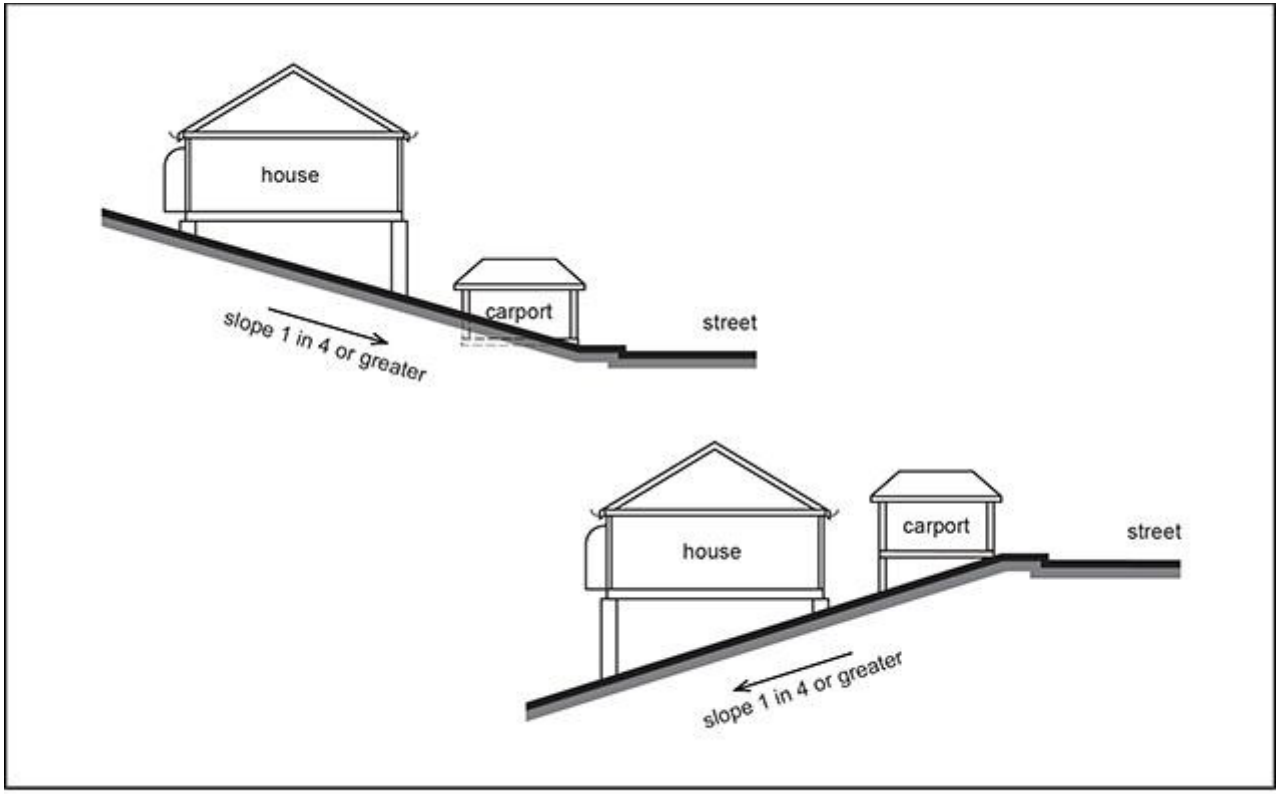



Figure f—Car accommodation on steep slope

View the high resolution of Figure f—Car accommodation on steep slope

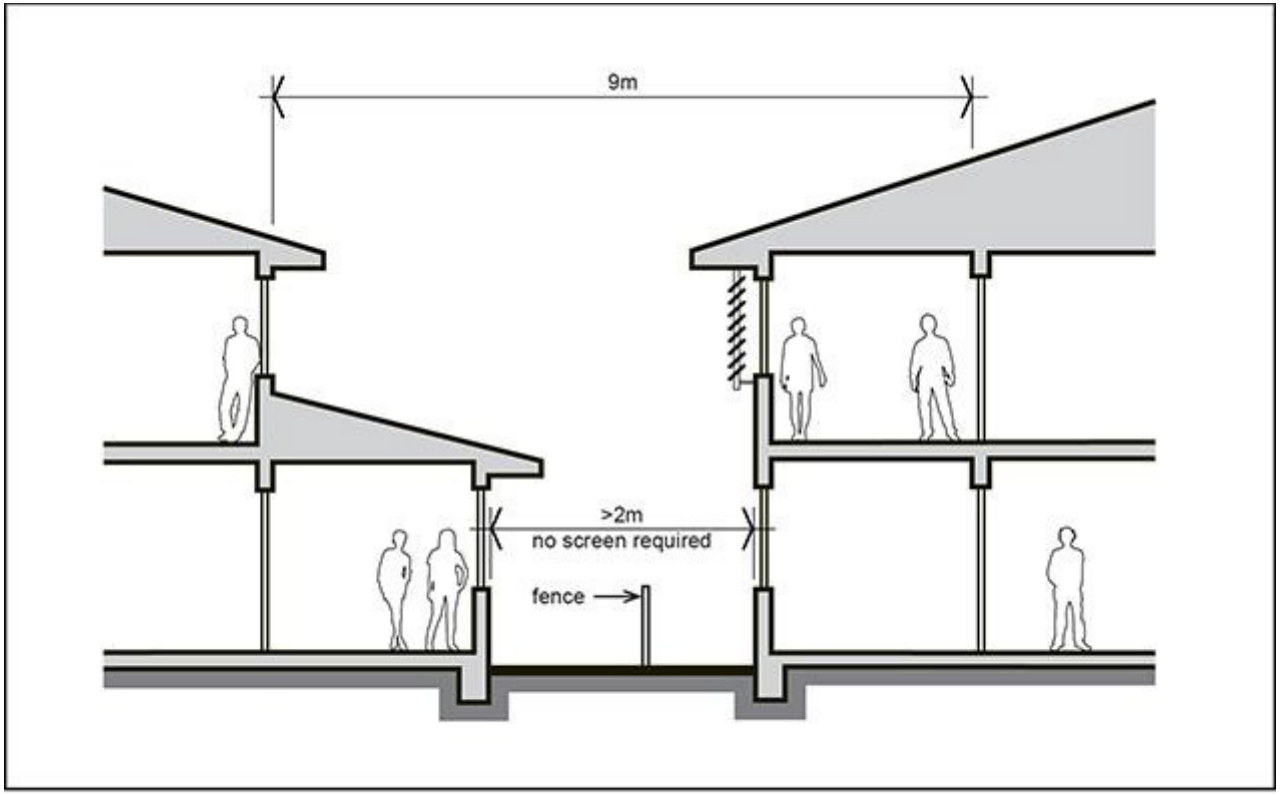



Figure g—At ground floor level, no screen is required where a minimum 2.0m setback from neighbouring window occurs. Above ground level, no screen is required where a minimum 9.0m setback from neighbouring window occurs.

View the high resolution of Figure g—At ground floor level, no screen is required where a minimum 2.0m setback from neighbouring window occurs. Above ground level, no screen is required where a minimum 9.0m setback from neighbouring window occurs.

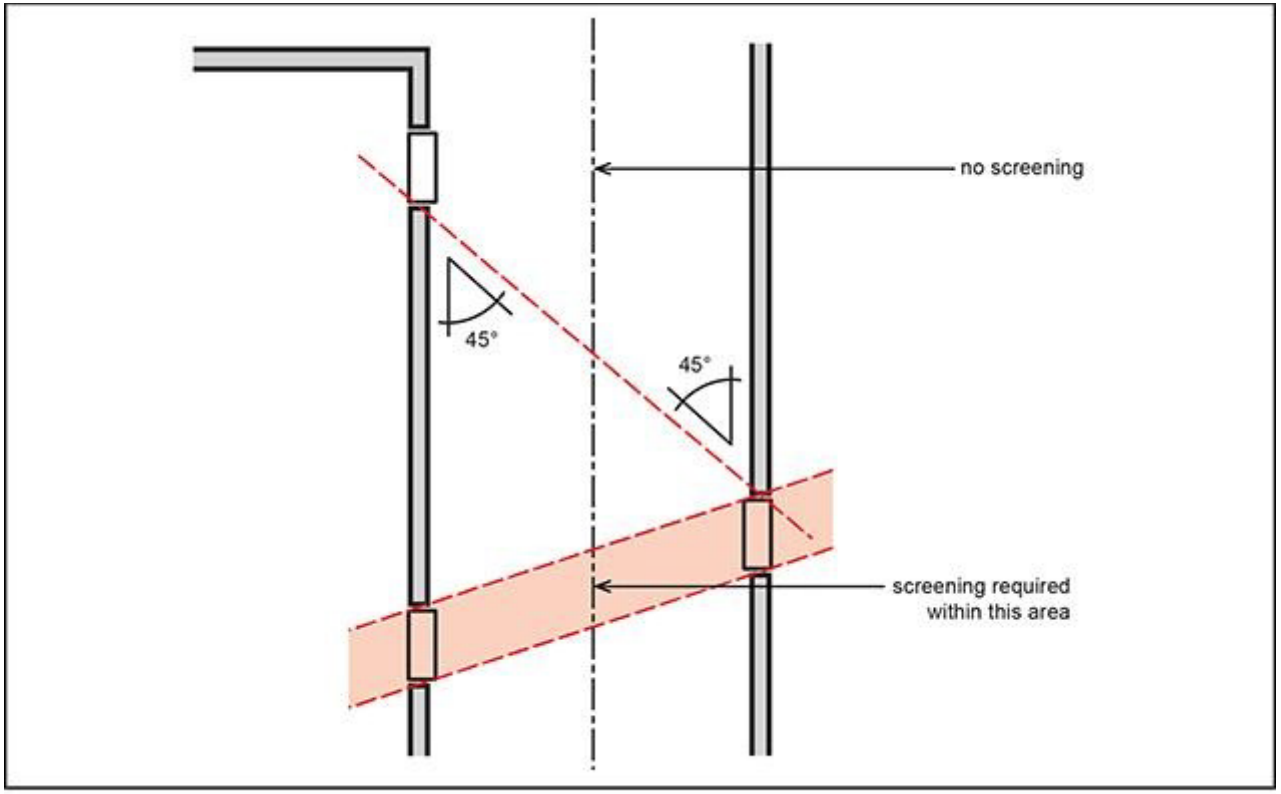



Figure h—Adequate screening will be provided unless separation between windows is achieved

View the high resolution of Figure h—Adequate screening will be provided unless separation between windows is achieved

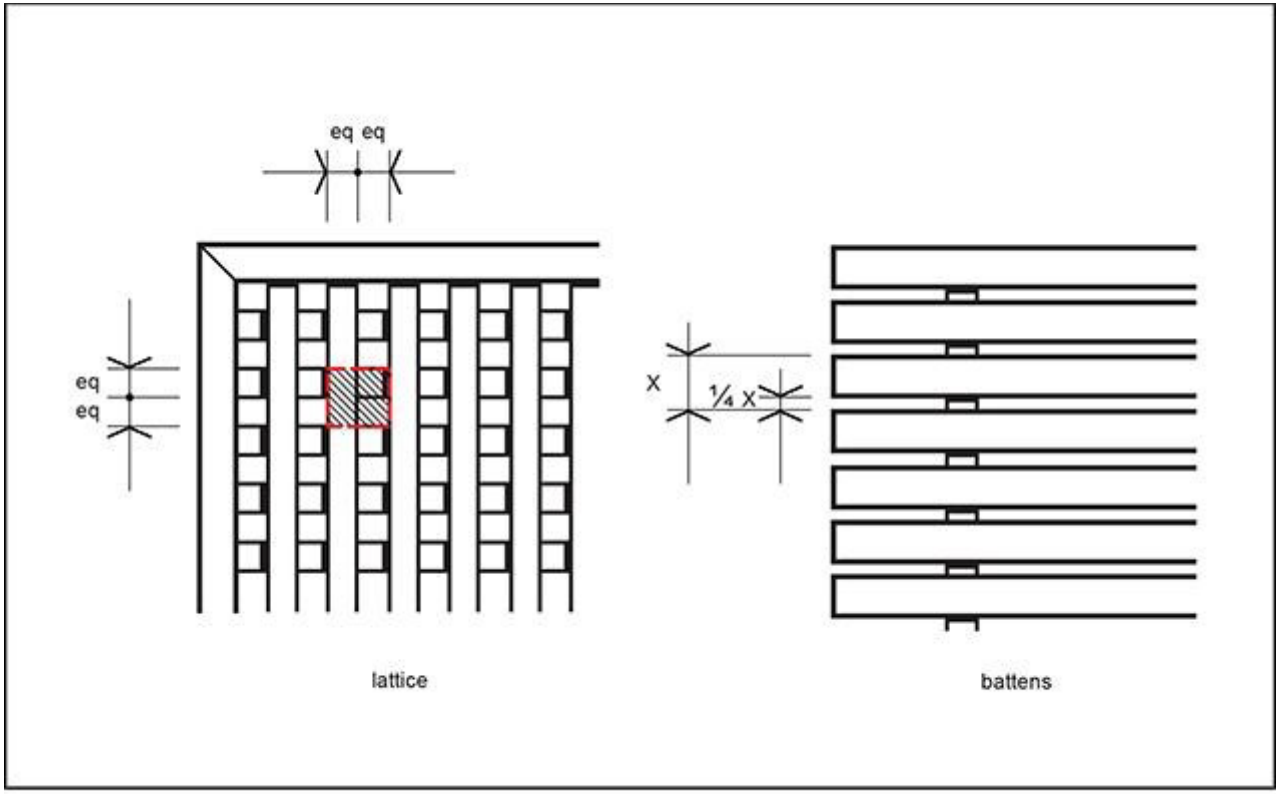



Figure i—Privacy screening

View the high resolution of Figure i—Privacy screening

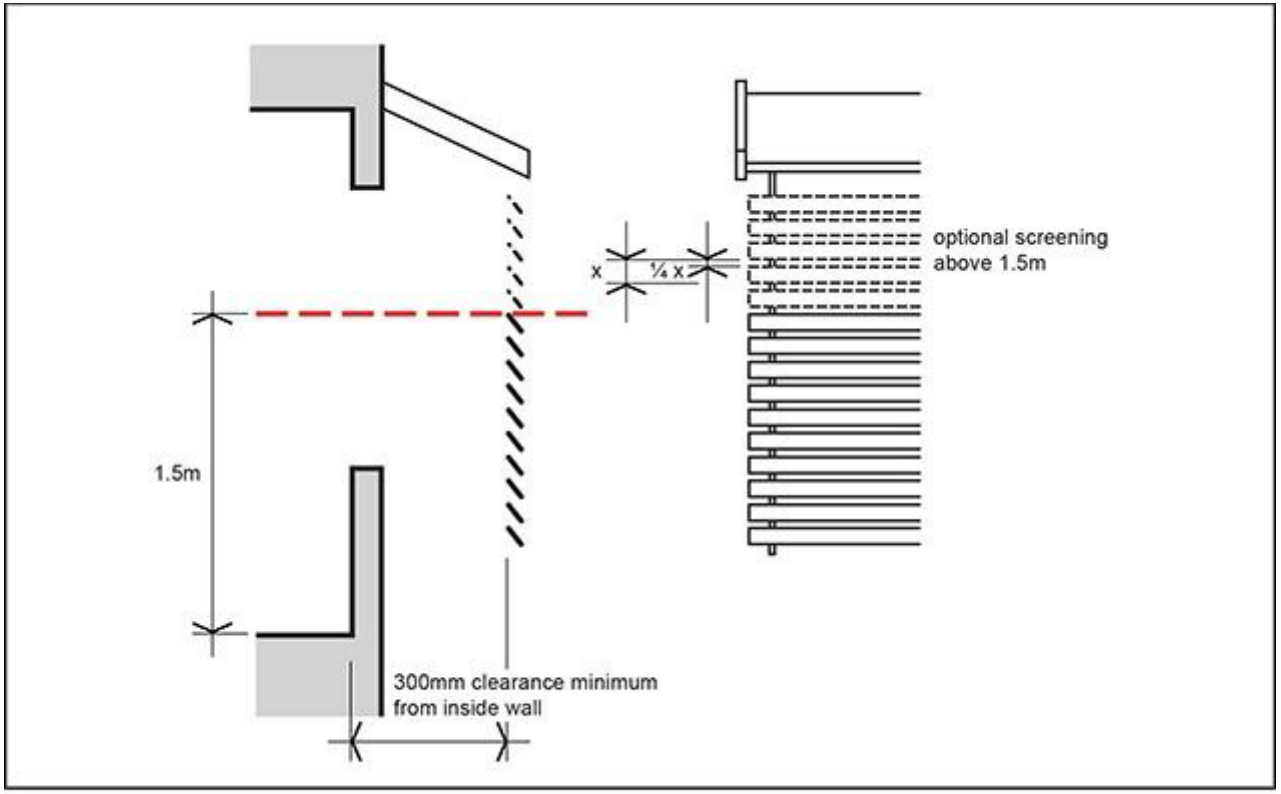



Figure j—Privacy screening requirements

View the high resolution of Figure j—Privacy screening requirements

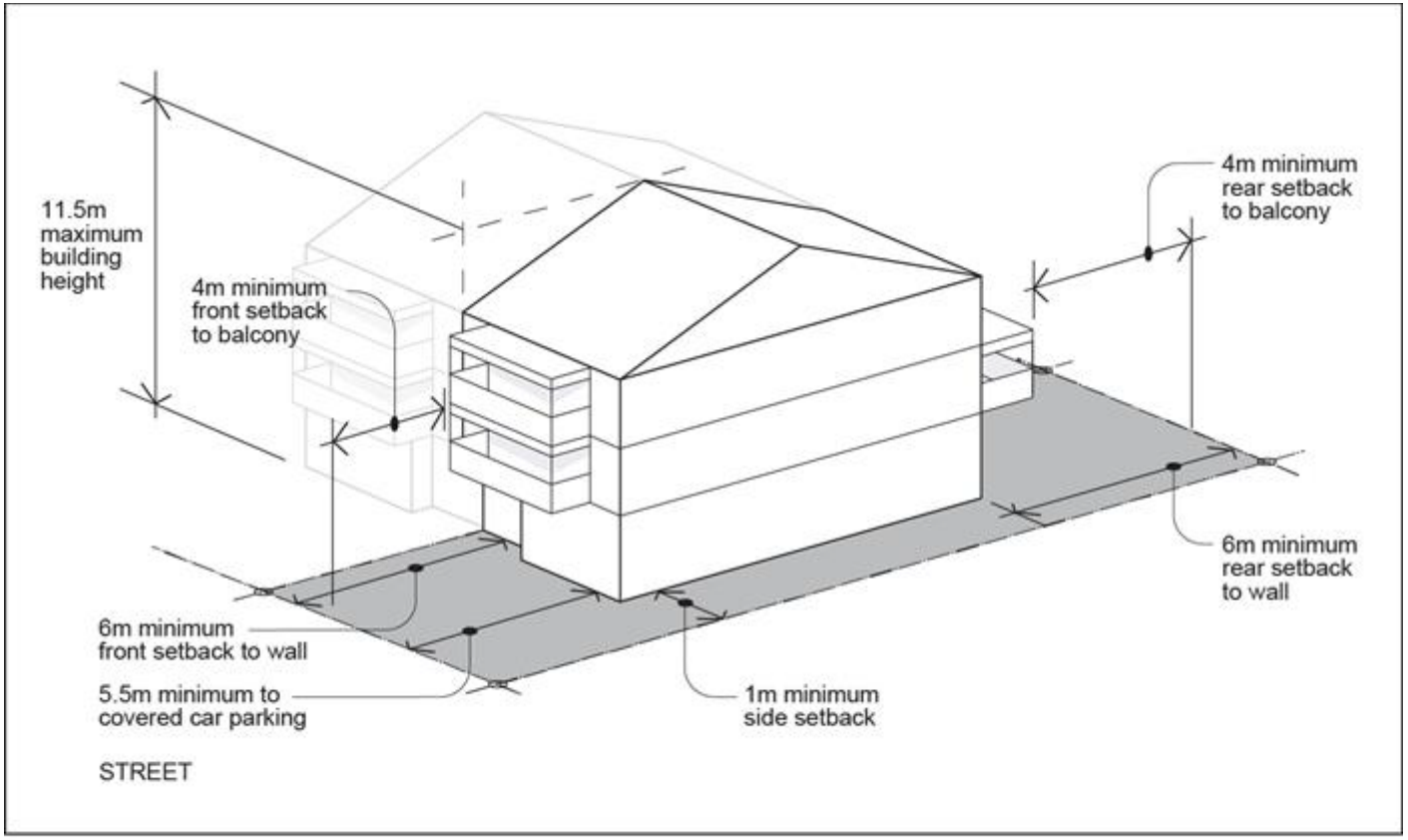



Figure k—Building envelope for lots under 180m² with a lot depth greater than 25m

View the high resolution of Figure k—Building envelope for lots under 180m2 with a lot depth greater than 25m

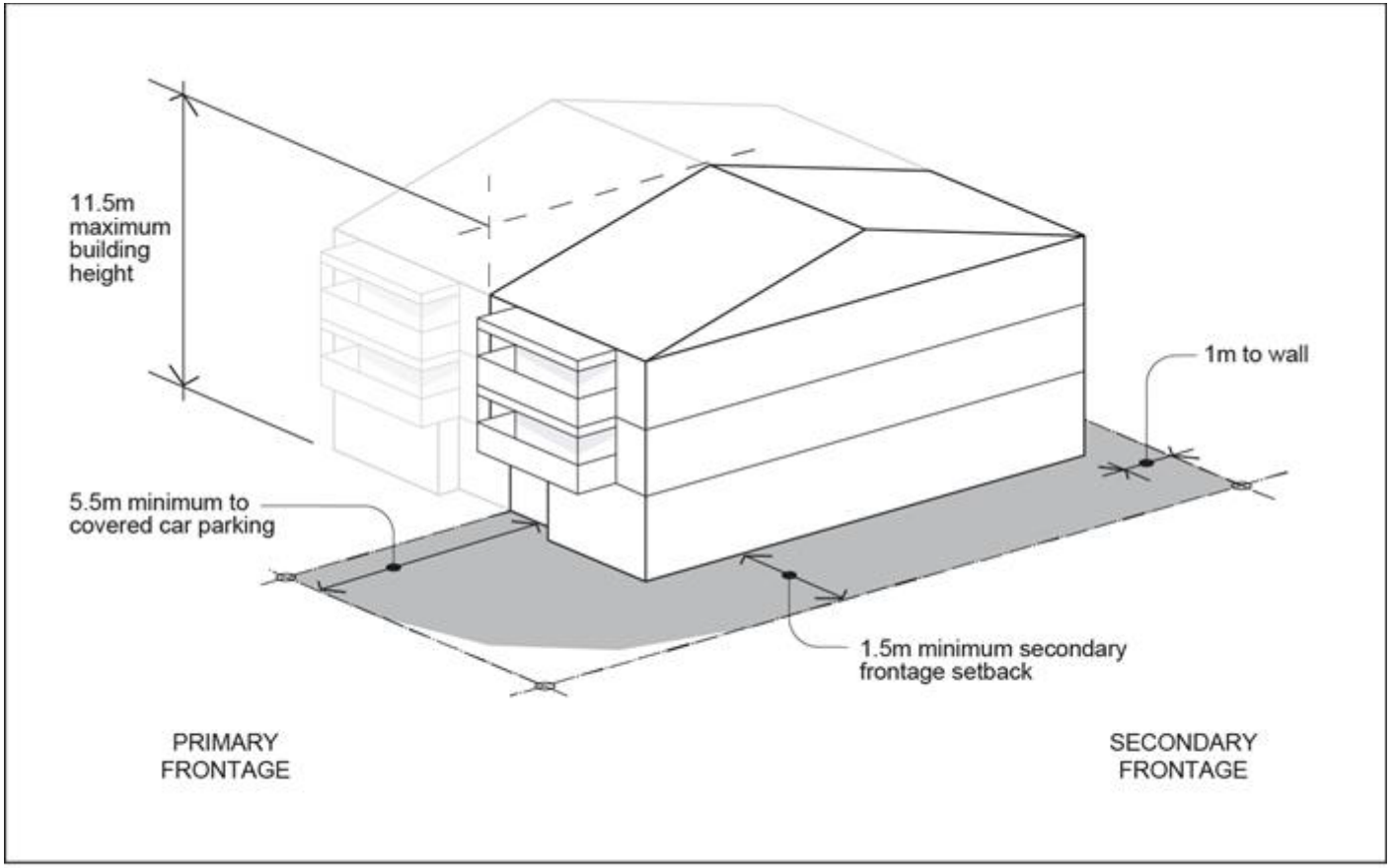



Figure I—Building envelope for lots under 180m² (corner lot)

View the high resolution of Figure I—Building envelope for lots under 180m2 (corner lot)

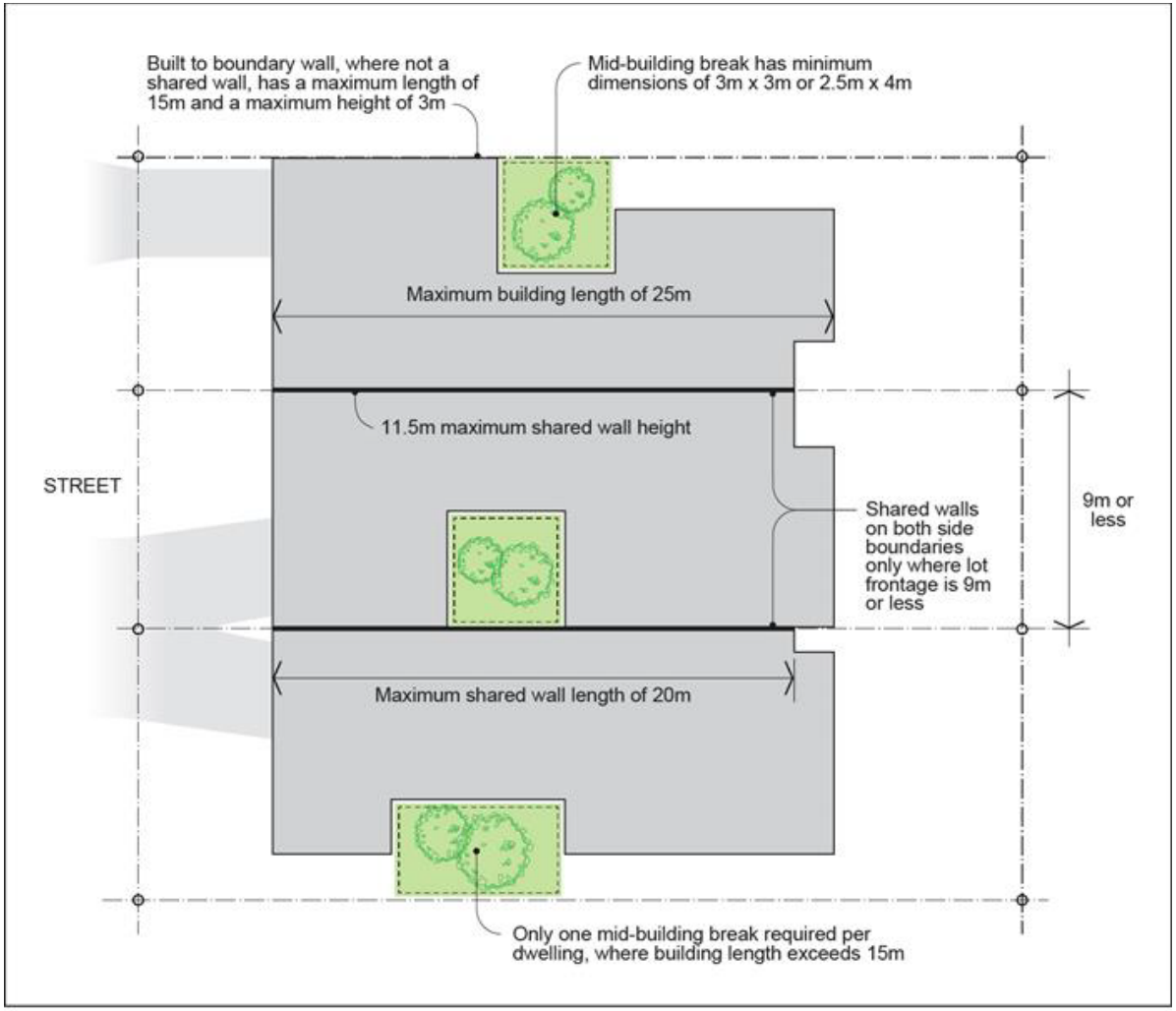



Figure m—Example of shared walls for lots under 180m²

View the high resolution of Figure m—Example of shared walls for lots under 180m2

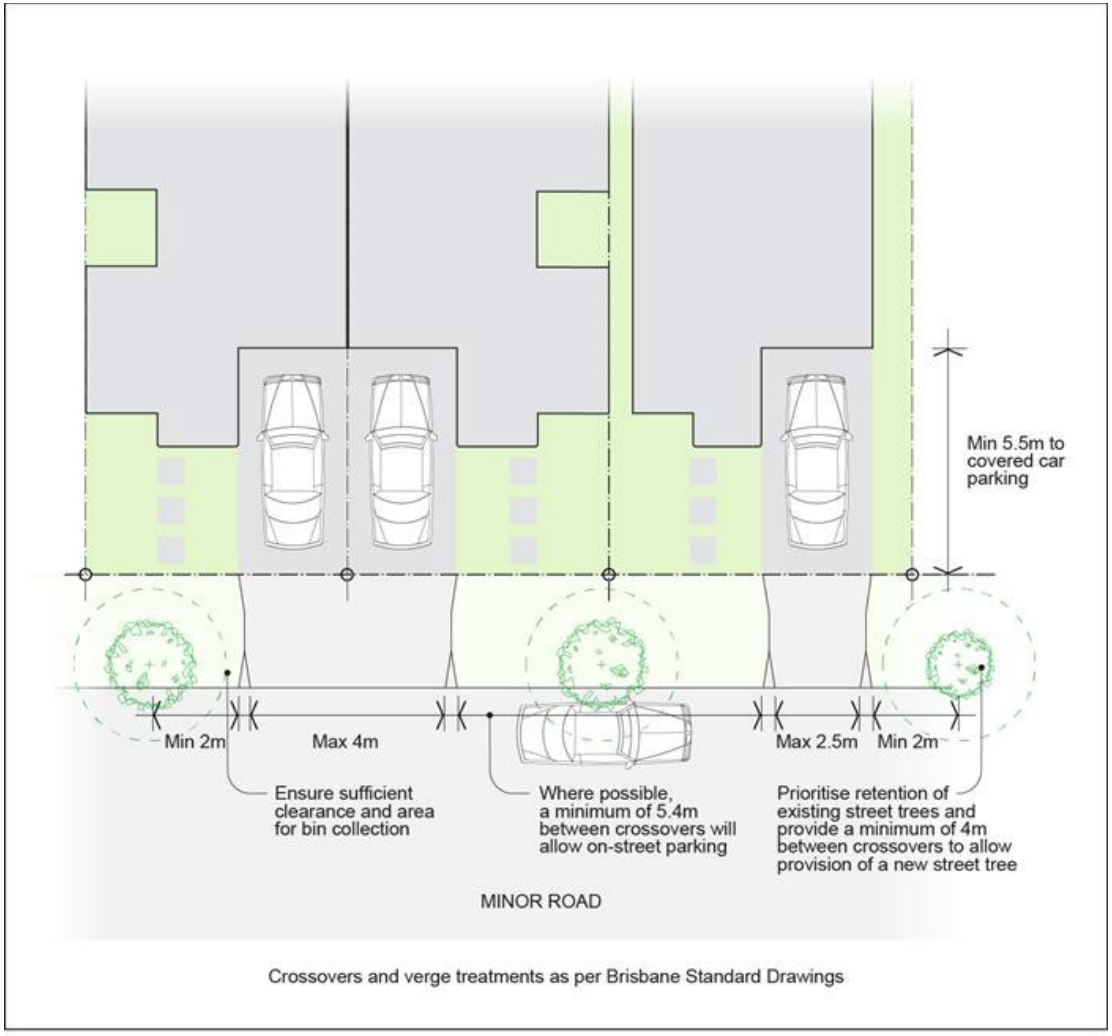



Figure n—Example of a streetscape layout for multiple adjoining lots less than 180m²

View the high resolution of Figure n—Example of a streetscape layout for multiple adjoining lots under 180m2

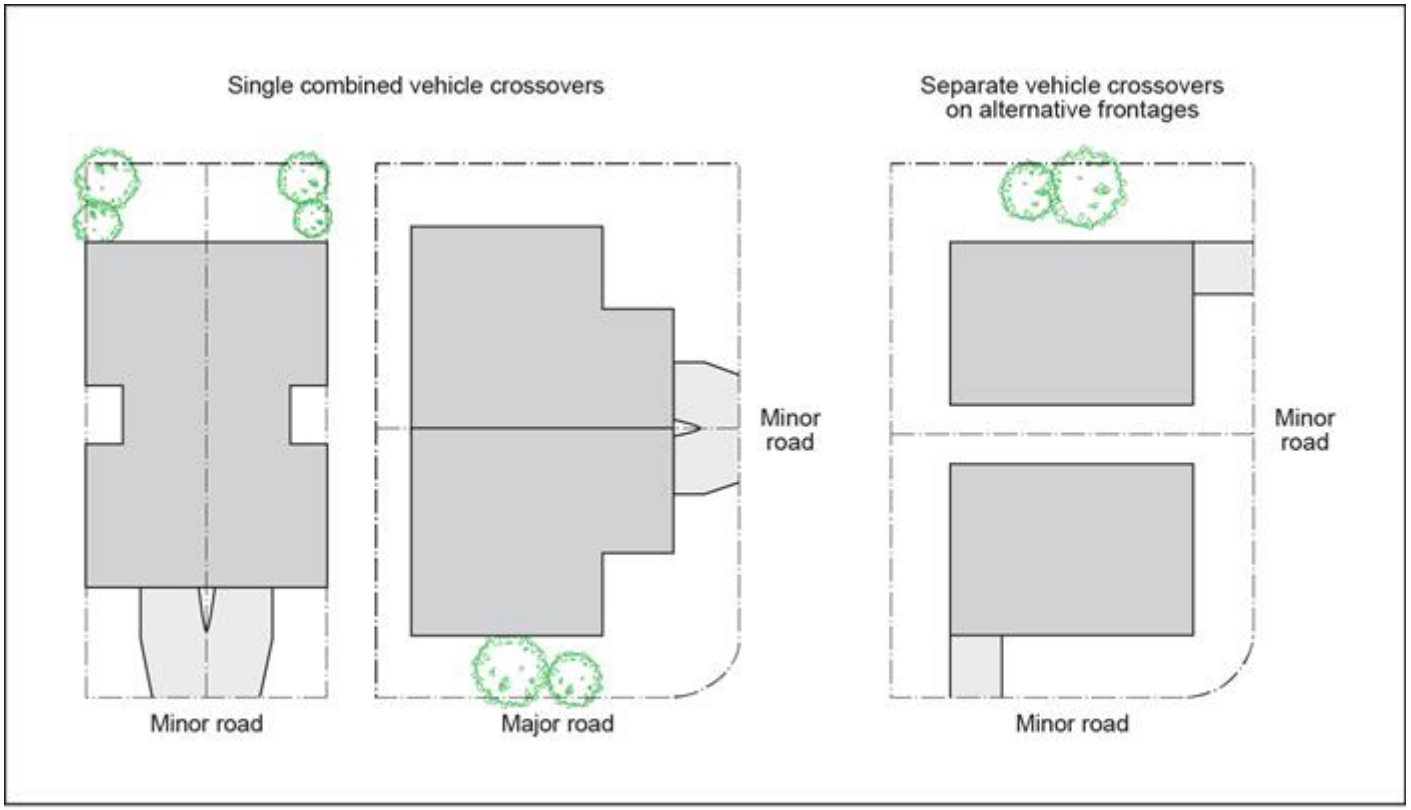



Figure o—Example crossover arrangements

View the high resolution of Figure o—Example crossover arrangements

# 9.4.3 Filling and excavation code

## 9.4.3.1 Application

1. This code applies to assessing:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. operational work for filling or excavation which is assessable development if this code is an applicable code identified in the assessment benchmarks column of a table of assessment for operational work (section 5.8) or an overlay (section 5.10); or
    c. a material change of use or reconfiguring a lot if:
        i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for material change of use (section 5.5) or reconfiguring a lot (section 5.6); or
        ii. impact assessable development, to the extent relevant.

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

Note—This code does not apply to building work as defined in the Act.

Note—A development application involving a rock anchor within an adjoining site is submitted with proof of consent from an adjoining land and building owner.

Editor's note—Guidance on managing the spread of invasive species in filling or excavation activities is provided in Minimising Pest Spread Advisory Guidelines prepared for the Petroleum industry.

Editor's note—Where filling or excavation is conducted on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register, the relevant Queensland Government department should be contacted for advice and guidelines.

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

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

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- ecological assessment, koala habitat or development design, guidance is provided in the Biodiversity areas planning scheme policy;
- retaining wall construction, guidance is provided in the Infrastructure design planning scheme policy;
- landscape design, guidance is provided in the Landscape design planning scheme policy;
- noise and dust impacts during construction and/or demolition, guidance is provided in the Management plans planning scheme policy;
- noise impact assessment, guidance is provided in the Noise impact assessment planning scheme policy;
- the selection of planting species, guidance is provided in the Planting species planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy.

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

### 9.4.3.2 Purpose

1. The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation.
    b. filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.
    c. filling or excavation effectively manages the impacts associated with the activity.
    d. filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.

### 9.4.3.3 Performance outcomes and acceptable outcomes

**Table 9.4.3.3.A—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **PO1**<br>Development for filling or excavation minimises visual impacts from retaining walls and earthworks. | **AO1**<br>Development ensures that the total height of any cut and fill, whether or not retained, does not exceed:<br>a. 2.5m in a zone in the Industry zones category;<br>b. 1m in all other zones, or if adjoining a sensitive zone. | Complies<br>The site is predominantly flat and minimal earthworks are required. The maximum height of retaining walls will be 600mm and no import or export of fill is required. |
| **PO2**<br>Development of a retaining wall proposed as a result of filling or excavation:<br>a. is designed and constructed to be fit for purpose;<br>b. does not impact adversely on significant vegetation;<br>c. is capable of easy maintenance.<br>Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. | **AO2.1**<br>Development of a retaining structure, including footings, surface drainage and subsoil drainage:<br>a. is wholly contained within the site;<br>b. if the total height to be retained is greater than 1m, then:<br>i. the retaining wall at the property boundary is no greater than 1m above the ground level;<br>ii. all further terracing from the 1m high | Complies<br>The site is predominantly flat and retaining walls along the side boundaries will have a maximum height of 600mm.<br><br>No import or export of fill is required. |

| | | |
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| Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy. | boundary retaining wall is 1 vertical unit:1 horizontal unit;<br>iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.<br><br>**AO2.2**<br>Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland. | |
| | **AO2.3**<br>Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary. | |
| | **AO2.4**<br>Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy. | |
| **PO3**<br>Development ensures that a rock anchor is designed and constructed to be fit for purpose. | **AO3**<br>Development ensures that a rock anchor:<br>a. is constructed in accordance with the standards in the Infrastructure design planning scheme policy;<br>b. where it extends beyond the property boundary, is supported by a letter of consent from the | Complies<br>The proposed development does not involve rock anchors. |

| | | |
|---|---|---|
| | adjoining land and building owners. | |
| **PO4**<br>Development protects all services and public utilities. | **AO4**<br>Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities. | Complies<br>The proposed development will not have an adverse impact on public utilities or services, any changes to public services will be completed in accordance with relevant standards. |
| **PO5**<br>Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land. | **AO5**<br>Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy. | Complies<br>All stormwater will be discharged to the lawful point of discharge. |
| **PO6**<br>Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems.<br>Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines. | **AO6**<br>Filling or excavation does not involve the construction of open drainage. | Complies<br>The proposed development does not involve the construction of open drainage. |
| **PO7**<br>Development for filling or excavation:<br>a. does not degrade water quality or adversely affect environmental values in receiving waters;<br>b. ensures site sediment and erosion control standards are best practice. | **AO7.1**<br>Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.<br>**AO7.2**<br>Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning | Complies<br>The proposed development only provides very minor cut and fill which will not impact water quality. |

| | | |
|---|---|---|
| | scheme policy. | |
| **PO8**<br>Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised.<br>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO8.1**<br>Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.<br>**AO8.2**<br>Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays. | Complies<br>The proposed development will comply with all construction requirements. |
| **PO9**<br>Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E.<br>Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO9**<br>Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site. | Complies<br>The proposed development only requires very amount cut and fill. |
| **PO10**<br>Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land. | **AO10**<br>Development ensures that heavy trucks hauling material to and from the site:<br>a. occur for a maximum of 3 weeks;<br>b. use a major road to access the site;<br>c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative. | Complies<br>The proposed development will comply with all construction requirements. |
| **PO11**<br>Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material. | **AO11**<br>Development does not involve:<br>a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;<br>b. filling with material containing a contaminant. | Complies<br>The site is not on the contaminated land register and external fill is not required. |

| | | |
|---|---|---|
| **PO12**<br>Development provides for:<br>a. landscaping for water conservation purposes;<br>b. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use;<br>c. drainage and stormwater measures to reduce any adverse impacts on the landscape;<br>d. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;<br>e. reticulated irrigation to all artificial growing environments.<br>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes. | **AO12.1**<br>Development provides drainage for artificial growing environments which is connected to the stormwater drain.<br><br>**AO12.2**<br>Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy.<br><br>**AO12.3**<br>Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained.<br>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.<br><br>**AO12.4**<br>Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy. | Complies<br>The proposed development will provide stormwater drainage in accordance with the relevant planning scheme policies. |
| **PO13**<br>Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes. | **AO13**<br>Development does not involve the creation of canals or artificial waterways. | Complies<br>The proposed development does not involve the creation of canals or waterways. |

**Table 9.4.3.3.B— Recommended intermittent vibration levels for cosmetic damage**

| Type of building | Peak particle velocity (mm/s) |
|---|---|
| Reinforced or framed structures; industrial and heavy commercial buildings | 50mm/s at 4Hz and above |

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

**Table 9.4.3.3.C— Recommended blasting vibration levels for human comfort**

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

**Table 9.4.3.3.D— Recommended levels for continuous and impulsive vibration acceleration ($m/s^2$) 1—80Hz for human comfort**

| Location | Assessment period[1] | Preferred values[3] | | Maximum values[3] | |
|---|---|---|---|---|---|
| **Continuous vibration** | | z-axis | x and y axes | z-axis | x and y axes |

| | | | | | |
|---|---|---|---|---|---|
| Critical areas[2] | Day or night | 0.005 $m/s^2$ | 0.0036 $m/s^2$ | 0.01 $m/s^2$ | 0.0072 $m/s^2$ |
| Residences | Day | 0.01 $m/s^2$ | 0.0071 $m/s^2$ | 0.02 $m/s^2$ | 0.014 $m/s^2$ |
| - | Night | 0.007 $m/s^2$ | 0.005 $m/s^2$ | 0.014 $m/s^2$ | 0.01 $m/s^2$ |
| Offices, educational establishments and places of worship | Day or night | 0.02 $m/s^2$ | 0.014 $m/s^2$ | 0.04 $m/s^2$ | 0.028 $m/s^2$ |
| Workshops | Day or night | 0.04 $m/s^2$ | 0.029 $m/s^2$ | 0.08 $m/s^2$ | 0.058 $m/s^2$ |
| **Impulsive vibration** | | | | | |
| Critical areas | Day or night | 0.005 $m/s^2$ | 0.0036 $m/s^2$ | 0.01 $m/s^2$ | 0.0072 $m/s^2$ |
| Residences | Day | 0.3 $m/s^2$ | 0.21 $m/s^2$ | 0.6 $m/s^2$ | 0.42 $m/s^2$ |
| - | Night | 0.1 $m/s^2$ | 0.071 $m/s^2$ | 0.2 $m/s^2$ | 0.14 $m/s^2$ |
| Offices, educational establishments and places of worship | Day or night | 0.64 $m/s^2$ | 0.46 $m/s^2$ | 1.28 $m/s^2$ | 0.92 $m/s^2$ |
| Workshops | Day or night | 0.64 $m/s^2$ | 0.46 $m/s^2$ | 1.28 $m/s^2$ | 0.92 $m/s^2$ |

Note—

(1) Day is 7am to 10pm and night is 10pm to 7am.

(2) Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

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

**Table 9.4.3.3.E— Recommended vibration dose values for intermittent vibration ($m/s^{1.75}$) for human comfort**

| **Location** | **Daytime[1]** | | **Night time[1]** | |
|---|---|---|---|---|
| | **Preferred value** | **Maximum value** | **Preferred value[3]** | **Maximum value[3]** |

| | | | | |
|---|---|---|---|---|
| Critical areas(2) | 0.1 $m/s^{1.75}$ | 0.2 $m/s^{1.75}$ | 0.1 $m/s^{1.75}$ | 0.2 $m/s^{1.75}$ |
| Residences | 0.2 $m/s^{1.75}$ | 0.4 $m/s^{1.75}$ | 0.13 $m/s^{1.75}$ | 0.26 $m/s^{1.75}$ |
| Offices, educational establishments and places of worship | 0.4 $m/s^{1.75}$ | 0.8 $m/s^{1.75}$ | 0.4 $m/s^{1.75}$ | 0.8 $m/s^{1.75}$ |
| Workshops | 0.8 $m/s^{1.75}$ | 1.6 $m/s^{1.75}$ | 0.8 $m/s^{1.75}$ | 1.6 $m/s^{1.75}$ |

Note—

(1) Day is 7am to 10pm and night is 10pm to 7am.

(2) Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

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

# 9.4.4 Infrastructure design code

## 9.4.4.1 Application

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

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

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

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

## 9.4.4.2 Purpose

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

avoids or otherwise minimises adverse impacts on surrounding land uses.

### 9.4.4.3 Performance outcomes and acceptable outcomes

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

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **PO1**<br>Development provides roads, pavement, edging and landscaping which:<br>a. are designed and constructed in accordance with the road hierarchy;<br>b. provide for safe travel for pedestrians, cyclists and vehicles;<br>c. provide access to properties for all modes;<br>d. provide utilities;<br>e. provide high levels of aesthetics and amenity, improved liveability and future growth;<br>f. provide for the amelioration of noise and other pollution;<br>g. provide a high-quality streetscape;<br>h. provide a low-maintenance asset with a minimal whole-of-life cost.<br>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | **AO1**<br>Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will reinstate the kerb and channel along Pioneer St and Birdwood St in accordance with the planning scheme policy. |
| **PO2**<br>Development provides road pavement surfaces which:<br>a. are well designed and constructed;<br>b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles;<br>c. ensures the safe passage of vehicles, | **AO2**<br>Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development does not include new road pavement. |

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| pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access;<br>d. allows for reasonable travel comfort. | | |
| **PO3**<br>Development provides a pavement edge which is designed and constructed to:<br>a. control vehicle movements by delineating the carriageway for all users;<br>b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. | **AO3**<br>Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will reinstate all infrastructure to the standard of the planning scheme policy. |
| **PO4**<br>Development provides verges which are designed and constructed to:<br>a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties;<br>b. provide a sufficient area for public utility services;<br>c. be maintainable by the Council. | **AO4**<br>Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will reinstate all infrastructure to the standard of the planning scheme policy. |
| **PO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:<br>a. allows equitable access for all modes;<br>b. is safe and secure;<br>c. has 24-hour access;<br>d. is a low-speed shared zone environment;<br>e. has a high-quality streetscape. | **AO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy. | Not applicable<br>The site does not require a lane or laneway. |
| **PO6**<br>Development of an existing premises provides at the frontage to the site, if not already provided, the following | **AO6**<br>Development of an existing premises provides at the frontage of the site, if not already existing, the following | Complies<br>The proposed development will ensure that all infrastructure, such as kerb and channel, will be |

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| infrastructure to an appropriate urban standard:<br>a. an effective, high-quality paved roadway;<br>b. an effective, high-quality roadway kerb and channel;<br>c. safe, high-quality vehicle crossings over channels and verges;<br>d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment;<br>e. safe vehicle access to the site that enables ingress and egress in a forward gear;<br>f. provision of and required alterations to public utilities;<br>g. effective drainage;<br>h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals. | infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy:<br>a. concrete kerb and channel;<br>b. forming and grading to verges;<br>c. crossings over channels and verges;<br>d. a constructed bikeway;<br>e. a constructed verge or reconstruction of any damaged verge;<br>f. construction of the carriageway;<br>g. payment of costs for required alterations to public utility mains, services or installations;<br>h. construction of and required alterations to public utility mains, services or installations;<br>i. drainage works;<br>j. installation of electrical conduits. | provided in accordance with the planning scheme policy. |
| **PO7**<br>Development provides both cycle and walking routes which:<br>a. are located, designed and constructed to their network classification (where applicable);<br>b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;<br>c. provide safe and comfortable access to properties for pedestrians and cyclists;<br>d. incorporate water sensitive urban design into stormwater drainage;<br>e. provide for utilities;<br>f. provide for a high level of aesthetics and amenity, improved liveability and future growth;<br>g. are a low-maintenance asset with a minimal whole-of-life cost; | **AO7**<br>Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy. | Not applicable<br>The site does not currently provide, or connect to any existing cycle or walking routes. |

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| h. minimise the clearing of significant native vegetation.<br>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | | |
| **PO8**<br>Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised. | **AO8.1**<br>Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.<br>**AO8.2**<br>Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.<br>Note—Refer to the Refuse planning scheme policy for further guidance. | Complies<br>The proposed development will provide waste management through kerbside collection bins for each property. |
| **PO9**<br>Development ensures that:<br>a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal;<br>b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes. | **AO9.1**<br>Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.<br>**AO9.2**<br>Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer. | Complies<br>The proposed development will be connected to the reticulated water and sewerage system. |
| **PO10**<br>Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts. | **AO10.1**<br>Development provides public utilities and street lighting which are located and aligned to:<br>a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map;<br>b. minimise earthworks;<br>c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, | Not applicable<br>The proposed development does not provide public utilities or street lighting. |

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| | tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.<br>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.<br><br>**AO10.2**<br>Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. | |
| | **AO10.3**<br>Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy. | |
| **PO11**<br>Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply. | **AO11**<br>Development provides land with the following services to the standards of the approved supplier:<br>a. electricity;<br>b. telecommunications services;<br>c. gas service where practicable. | Complies<br>The proposed development will be appropriately connected to all available services. |
| **PO12**<br>Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city. | **AO12**<br>Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:<br>a. the additional expense is unlikely to be prohibitive; or<br>b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or<br>c. there is a clear gap in the telecommunications network; or<br>d. there is a clear gap in the bandwidth available to | Complies<br>The proposed development will be appropriately connected to the telecommunications network. |

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| | the area.<br>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road. | |
| **PO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which:<br>a. is provided commensurate with the status and scale of the proposed development;<br>b. is sited and designed:<br>i. as an integrated part of the project design;<br>ii. as conceptually relevant to the context of the location;<br>iii. to reflect and respond to the cultural values of the community;<br>iv. to promote local character in a planned and informed manner. | **AO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development is not required to provide public art. |
| **PO14**<br>Development provides signage of buildings and spaces which promote legibility to help users find their way. | **AO14**<br>Development provides public signage:<br>a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments;<br>b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.<br>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law). | Not applicable<br>The proposed development is not required to provide public signage. |
| **PO15**<br>Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose. | **AO15**<br>Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development is not required to provide community facilities. |

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| **PO16**<br>Development provides public toilets which:<br>a. are required as part of a community facility or park;<br>b. are located, designed and constructed to be:<br>i. safe;<br>ii. durable;<br>iii. resistant to vandalism;<br>iv. able to service expected demand;<br>v. fit for purpose. | **AO16**<br>Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development is not required to provide public toilets. |
| **PO17**<br>Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:<br>a. safe movement of intended users;<br>b. an attractive appearance appropriate to the general surroundings and any adjacent structures;<br>c. functionality and easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. current and future services.<br>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | **AO17**<br>Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development does not provide major infrastructure. |
| **PO18**<br>Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:<br>a. safety;<br>b. an attractive appearance appropriate to the general surroundings; | **AO18**<br>Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development does not provide culverts. |

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| c. functionality and easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. future widening;<br>g. current and future services;<br>h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.<br>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | | |
| **PO19**<br>Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:<br>a. safety;<br>b. an attractive appearance appropriate to the surrounding area;<br>c. easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. minimal water seepage.<br>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | **AO19**<br>Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development provides retaining walls at a maximum height of 600mm. |
| **If for development with a gross floor area greater than 1,000m$^2$** | | |
| **PO20**<br>Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts.<br>Note—The preparation of a construction management plan can assist | **AO20**<br>Development ensures that during construction:<br>a. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised;<br>b. adjoining and surrounding landscaping is protected from damage; | Not applicable |

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| in demonstrating achievement of this performance outcome.<br>Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction. | c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained. | |
| **PO21**<br>Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site.<br>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO21.1**<br>Development ensures that demolition and construction:<br>a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays;<br>b. do not occur over periods greater than 6 months.<br>**AO21.2**<br>Development including construction and demolition does not release dust emissions beyond the boundary of the site. | Not applicable |
| | **AO21.3**<br>Development construction and demolition does not involve asbestos-containing materials. | |
| **PO22**<br>Development ensures that:<br>a. construction and demolition do not result in damage to surrounding property as a result of vibration;<br>b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E.<br>Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO22**<br>Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration. | Not applicable |
| **If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants** | | |
| **PO23**<br>Development ensures that fire hydrants are: | **AO23.1**<br>Above or below ground fire hydrants are provided on | Not applicable |

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| a. installed and located to enable fire services to access water safely, effectively and efficiently;<br>b. suitably identified so that fire services can locate them at all hours. | residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection.<br>Note—On residential streets, above ground fire hydrants may be single outlet. On commercial and industrial streets above ground fire hydrants should have dual valved outlets.<br>**AO23.2**<br>Fire hydrants are identified by:<br>a. raised reflectorised pavement markers (RRPM) on sealed roads;<br>b. marker posts at the fence line where on an unsealed road, as road (HR) or path (HP) hydrants. | |
| **PO24**<br>Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied. | **AO24**<br>Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking. | Not applicable |
| **Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone** | | |
| **PO25**<br>Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site. | **AO25**<br>No acceptable outcome is prescribed. | Not applicable |
| **Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone** | | |
| **PO26** | **AO26** | Not applicable |

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| Development is sited and designed to:<br>a. avoid safety risks to people or property;<br>b. minimise noise and visual impacts to people and property;<br>c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised. | No acceptable outcome is prescribed. | |

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

| **Type of building** | **Peak particle velocity (mm/s)** | | |
|---|---|---|---|
| Reinforced or framed structures; industrial and heavy commercial buildings | 50mm/s at 4Hz and above | | |
| Unreinforced or light-framed structures; residential or light commercial type buildings | Below 4Hz | 4Hz to 15Hz | 15Hz and above |
| | 0.6mm/s | 15mm/s at 4Hz increasing to 20mm/s at 15Hz | 20mm/s at 15Hz increasing to 50mm/s at 40Hz and above |

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

| **Type of building** | **Type of blasting operations** | **Peak component particle velocity (mm/s)** |
|---|---|---|

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

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

| **Location** | **Assessment period(1)** | **Preferred values(3)** | | **Maximum values(3)** | |
|---|---|---|---|---|---|
| **Continuous vibration** | | z-axis | x and y axes | z-axis | x and y axes |
| Critical areas(2) | Day or night | 0.005 $m/s^2$ | 0.0036 $m/s^2$ | 0.01 $m/s^2$ | 0.0072 $m/s^2$ |
| Residences | Day | 0.01 $m/s^2$ | 0.0071 $m/s^2$ | 0.02 $m/s^2$ | 0.014 $m/s^2$ |
| - | Night | 0.007 $m/s^2$ | 0.005 $m/s^2$ | 0.014 $m/s^2$ | 0.01 $m/s^2$ |
| Offices, educational establishments and places of worship | Day or night | 0.02 $m/s^2$ | 0.014 $m/s^2$ | 0.04 $m/s^2$ | 0.028 $m/s^2$ |
| Workshops | Day or night | 0.04 $m/s^2$ | 0.029 $m/s^2$ | 0.08 $m/s^2$ | 0.058 $m/s^2$ |

| **Impulsive vibration** | | | | | |
|---|---|---|---|---|---|
| Critical areas | Day or night | 0.005 $m/s^2$ | 0.0036 $m/s^2$ | 0.01 $m/s^2$ | 0.0072 $m/s^2$ |
| Residences | Day | 0.3 $m/s^2$ | 0.21 $m/s^2$ | 0.6 $m/s^2$ | 0.42 $m/s^2$ |
| - | Night | 0.1 $m/s^2$ | 0.071 $m/s^2$ | 0.2 $m/s^2$ | 0.14 $m/s^2$ |
| Offices, educational establishments and places of worship | Day or night | 0.64 $m/s^2$ | 0.46 $m/s^2$ | 1.28 $m/s^2$ | 0.92 $m/s^2$ |
| Workshops | Day or night | 0.64 $m/s^2$ | 0.46 $m/s^2$ | 1.28 $m/s^2$ | 0.92 $m/s^2$ |

Note—

(1) Day is 7am to 10pm and night is 10pm to 7am.

(2) Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

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

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

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

Note—

(1) Day is 7am to 10pm and night is 10pm to 7am.

(2) Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

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

# 9.4.5 Landscape work code

## 9.4.5.1 Application

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

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

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

- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- maintenance, growing media, assessment with regards to climatic factors, water sensitive landscape design, irrigation and structural considerations, guidance is provided in the Landscape design planning scheme policy;
- planting species selection, guidance is provided in the Planting species planning scheme policy;
- landscaping to support the subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

## 9.4.5.2 Purpose

1. The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Landscape work retains, protects and integrates significant on-site vegetation into development design.
    b. Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites.
    c. Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media.
    d. Landscape work ensures planting species selection is appropriate to the planting environment, climate and development setting, long-term performance, and balances the intended form and scale of the development.
    e. Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.

## 9.4.5.3 Performance outcomes and acceptable outcomes

**Table 9.4.5.3—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **PO1**<br>Development ensures that trees are protected from development impacts. | **AO1.1**<br>Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.<br><br>**AO1.2**<br>Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for:<br>a. vegetation damaged as a result of the development;<br>b. vegetation requiring pruning of branches and/or roots. | Complies<br>The proposed development will follow all relevant Australian Standards. |
| **PO2**<br>Development provides acoustic barriers and long fences along street frontages which:<br>a. are enhanced by appropriate planting;<br>b. are of high visual quality;<br>c. are designed for longevity;<br>d. provide maintenance access and promote pedestrian permeability in appropriate circumstances. | **AO2.1**<br>Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site:<br>a. is designed in compliance with the standards in the Infrastructure design planning scheme policy;<br>b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;<br>c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site;<br>d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.<br><br>**AO2.2** | Not applicable<br>The proposed development does not require an acoustic barrier or fence. |

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

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| | Landscaping and mounding do not interfere with visibility along a pathway.<br>Refer to the Crime prevention through environmental design planning scheme policy. | |
| **PO6**<br>Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists. | **AO6**<br>Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.<br>Note—Cues could include changes in levels, surface or landscape treatment or fencing. | Not applicable<br>The proposed development is for a residential subdivision with no public access. |
| **PO7**<br>Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including:<br>a. screening and buffering;<br>b. street presentation;<br>c. shading;<br>d. amenity. | **AO7**<br>Development provides species in accordance with the Planting species planning scheme policy. | Complies<br>The proposed development will provide landscaping in accordance with the planning scheme policy. |
| **PO8**<br>Development provides planting densities and stock sizes which are optimised to:<br>a. reduce maintenance and erosion;<br>b. achieve amenity and ecological outcomes;<br>c. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development.<br>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes. | **AO8.1**<br>Development provides planting densities and stock sizes when planting in natural ground which achieves:<br>a. full coverage of the mulched planting areas within 2 years;<br>b. 95% coverage of the extent of the elevation within 2 years where for green facades.<br><br>**AO8.2**<br>Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy. | Complies<br>The proposed development will provide landscaping in accordance with the planning scheme policy. |
| **PO9**<br>Development provides planting areas in open-air car | **AO9.1**<br>Development provides species in a car park that are | Not applicable<br>The proposed development does not provide a public carpark. |

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| parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting. | selected in accordance with the Planting species planning scheme policy.<br><br>**AO9.2**<br>Development provides planting areas within car parking areas that are protected by wheel stops or bollards. | |
| **PO10**<br>Development for a shade structure does not compromise landscape outcomes. | **AO10**<br>Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees. | Not applicable<br>The proposed development does not provide shade structures for a car park. |
| **PO11**<br>Development involving the construction of retaining walls provides for:<br>a. safety;<br>b. an attractive appearance appropriate to the surrounding area;<br>c. easy maintenance;<br>d. longevity;<br>e. minimal water seepage impacts. | **AO11**<br>Development of a retaining wall:<br>a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland;<br>b. incorporates planting areas. | Not applicable<br>The proposed development does not include retaining walls. |
| **PO12**<br>Development provides for:<br>a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use;<br>b. drainage and stormwater management measures to reduce any adverse impacts on the landscape;<br>c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;<br>d. reticulated irrigation to all artificial growing environments.<br>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance | **AO12.1**<br>Development provides drainage for artificial growing environments which is connected to the stormwater drain.<br><br>**AO12.2**<br>Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy.<br><br>**AO12.3**<br>Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.<br>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |

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| with the performance outcome and acceptable outcomes. | connections. | |
| | **AO12.4**<br>Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy. | |
| **PO13**<br>Development provides landscaping and supporting growing environments which:<br>a. are safe;<br>b. ensure efficient and effective maintenance;<br>c. ensures success and long-term performance.<br>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes. | **AO13.1**<br>Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.<br>**AO13.2**<br>Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area. | Complies<br>The proposed development will provide landscaping in accordance with the planning scheme policy. |
| | **AO13.3**<br>Development provides one hose cock within each private landscape and recreation area. | |
| | **AO13.4**<br>Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path. | |
| | **AO13.5**<br>Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site. | |
| | **AO13.6**<br>Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures. | |
| | **AO13.7**<br>Development ensures that artificial growing environments are designed to allow for flush out. | |

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| | **AO13.8**<br>Irrigation systems are designed to prevent overspray outside of planting areas. | |
| **PO14**<br>Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities. | **AO14**<br>Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services. | Complies<br>The proposed development will provide landscaping in accordance with the planning scheme policy. |
| **PO15**<br>Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.<br>Note—Guidance is provided in the Landscape design planning scheme policy. | **AO15.1**<br>Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.<br>**AO15.2**<br>Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy. | Complies<br>The proposed development will provide landscaping in accordance with the planning scheme policy. |
| **PO16**<br>Development incorporating a rooftop garden provides landscaping that:<br>a. is integrated into the rooftop garden design;<br>b. ensures that landscaped open spaces dominate the built form elements;<br>c. contributes to shade of communal open space;<br>d. enhances the visual amenity and function of different rooftop garden spaces;<br>e. contributes to greening the building appearance when viewed from external public vantage points.<br>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area. | **AO16.1**<br>Development incorporating a rooftop garden provides landscaping that includes:<br>a. planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building;<br>b. a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy;<br>c. suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.<br>**AO16.2** | Not applicable<br>The proposed development does not provide roof top gardens. |

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| | Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are:<br>a. a minimum 75% open to the sky;<br>b. provided in addition to any artificial soft landscape features. | |

# 9.4.7 Outdoor lighting code

## 9.4.7.1 Application

1. This code applies to assessing:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for building work (section 5.7) or an overlay (section 5.10); or
    b. building work for outdoor lighting which is assessable development if this code is an applicable code identified in the assessment benchmarks column of a table of assessment for building work (section 5.7) or an overlay (section 5.10); or
    c. a material change of use or reconfiguring a lot if:
        i. assessable development where this code is identified as a prescribed secondary code in the assessment benchmarks column of a table of assessment for material change of use (section 5.5) or reconfiguring a lot (section 5.6); or
        ii. impact assessable development, to the extent relevant.

Editor's note—Where for the purpose of lighting of a tennis court in a zone in the residential zones category, a compliance statement prepared by a suitably qualified person must be submitted to Council with a development application for building work.

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

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

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

## 9.4.7.2 Purpose

1. The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses.
    b. outdoor lighting does not create an adverse impact on the behaviour of native fauna.

## 9.4.7.3 Performance outcomes and acceptable outcomes

**Table 9.4.7.3—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **PO1**<br>Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection. | **AO1.1**<br>Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting:<br>a. comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;<br>b. maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone.<br>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.<br>**AO1.2**<br>Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminar. | Complies<br>The proposed development is for a residential subdivision and dwelling houses, appropriate outdoor lighting will be provided that will not impact surrounding people or property. |

# 9.4.9 Stormwater code

## 9.4.9.1 Application

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

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

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

## 9.4.9.2 Purpose

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

## 9.4.9.3 Performance outcomes and acceptable outcomes

**Table 9.4.9.3.A—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **Section A—If for a material change of use, reconfiguring a lot, operational work or building work**<br>Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site- | | |

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| based stormwater management plan for high risk development only. | | |
| **PO1**<br>Development provides a stormwater management system which achieves the integrated management of stormwater to:<br>a. minimise flooding;<br>b. protect environmental values of receiving waters;<br>c. maximise the use of water sensitive urban design;<br>d. minimise safety risk to all persons;<br>e. maximise the use of natural waterway corridors and natural channel design principles.<br>Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality. | **AO1**<br>Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy. | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |
| **PO2**<br>Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site. | **AO2.1**<br>Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.<br>**AO2.2**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will have no adverse impact on the flood level or flood hazard to surrounding properties. |
| **PO3**<br>Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties. | **AO3.1**<br>Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.<br>**AO3.2**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme | Complies<br>The proposed development will discharge stormwater to the lawful point of discharge. |

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| | policy.<br><br>**AO3.3**<br>Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.<br><br>**AO3.4**<br>Where on private land, all underground stormwater infrastructure is secured by a drainage easement. | |
| **PO4**<br>Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments. | **AO4.1**<br>Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.<br><br>**AO4.2**<br>Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |
| **PO5**<br>Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement. | **AO5**<br>Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement. | Complies<br>Stormwater management will not impact animal movement. |
| **PO6**<br>Development ensures that location and design of stormwater detention and water quality treatment:<br>a. minimises risk to people and property;<br>b. provides for safe access and maintenance;<br>c. minimises ecological impacts to creeks and waterways. | **AO6.1**<br>Development locates stormwater detention and water quality treatment:<br>a. outside of a waterway corridor;<br>b. offline to any catchment not contained within the development.<br><br>**AO6.2**<br>Development providing for stormwater detention and water quality treatment devices are designed in | Not applicable<br>The proposed development is not located within or near a waterway corridor. |

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| | compliance with the standards in the Infrastructure design planning scheme policy. | |
| **PO7**<br>Development is designed, including any car parking areas and channel works to:<br>a. reduce property damage;<br>b. provide safe access to the site during the defined flood event. | **AO7.1**<br>Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F.<br>Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).<br>**AO7.2**<br>Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development is not located within a flood hazard area and has direct access to the road network. |
| **PO8**<br>Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path. | **AO8.1**<br>Development ensures natural waterway corridors and drainage paths are retained.<br>**AO8.2**<br>Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour.<br>Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.<br>**AO8.3**<br>Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy. | Complies<br>The proposed development will not impact any natural waterway corridors and drainage paths. |

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| | **AO8.4**<br>Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy. | |
| **PO9**<br>Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use. | **AO9**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |
| **PO10**<br>Development ensures that there is sufficient site area to accommodate an effective stormwater management system.<br>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only. | **AO10**<br>No acceptable outcome is prescribed. | Not applicable<br>The proposed development does not require a site based stormwater management plan. |
| **PO11**<br>Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:<br>a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades;<br>b. safe management of stormwater discharge from existing and future up-slope development;<br>c. implication for adjacent and down-slope development. | **AO11.1**<br>Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.<br>**AO11.2**<br>Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy. | Complies<br>The proposed development will discharge stormwater to the lawful point of discharge. |
| **PO12**<br>Development provides stormwater infrastructure which:<br>a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event;<br>b. can be safely accessed and maintained cost | **AO12.1**<br>The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.<br>**AO12.2**<br>Development provides a clear area with a minimum of | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |

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| effectively;<br>c. ensures no structural damage to existing stormwater infrastructure. | 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m. | |
| **PO13**<br>Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:<br>a. the environmental values and water quality objectives of waters;<br>b. waterway hydrology;<br>c. the maintenance and serviceability of stormwater infrastructure.<br>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome. | **AO13**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will provide stormwater management in accordance with the planning scheme policy. |
| **PO14**<br>Development ensures that:<br>a. unnecessary disturbance to soil, waterways or drainage channels is avoided;<br>b. all soil surfaces remain effectively stabilised against erosion in the short and long term. | **AO14**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will not require significant earthworks. |
| **PO15**<br>Development does not increase:<br>a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction;<br>b. run-off which causes erosion either on site or off site. | **AO15**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will not require significant earthworks. |
| **Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk** | | |

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| **development, being one or more of the following:**<br>a. a material change of use for an urban purpose which involves greater than 2,500m$^2$ of land that:<br>i. will result in an impervious area greater than 25% of the net developable area; or<br>ii. will result in 6 or more dwellings.<br>b. reconfiguring a lot for an urban purpose that involves greater than 2,500m$^2$ of land and will result in 6 or more lots;<br>c. operational work for an urban purpose which involves disturbing greater than 2,500m$^2$ of land. | | |
| **PO16**<br>Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values.<br>Note—Prescribed water contaminants are defined in the *Environmental Protection Act 1994*.<br>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only. | **AO16**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. | Not applicable |
| **PO17**<br>Development ensures that:<br>a. the discharge of wastewater to a waterway or external to the site is avoided; or<br>b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment.<br>Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome.<br>Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code. | **AO17**<br>No acceptable outcome is prescribed. | Not applicable |
| **Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot** | | |
| **PO18**<br>Development protects stormwater infrastructure to ensure the following are not compromised:<br>a. the long term infrastructure for the stormwater | **AO18**<br>Development protects stormwater infrastructure in compliance with the following:<br>a. for long term infrastructure for the stormwater | Complies<br>The proposed development has no adverse impact on existing stormwater infrastructure. |

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| network in the Long term infrastructure plans;<br>b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan;<br>c. the provision of long term, existing and planned infrastructure for the stormwater network which:<br>i. is required to service the development or an existing and future urban development in the planning scheme area; or<br>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br>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. | network, the Long term infrastructure plans;<br>b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan;<br>c. the standards for stormwater drainage in the Infrastructure design planning scheme policy. | |
| **PO19**<br>Development provides for the payment of extra trunk infrastructure costs for the following:<br>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development;<br>iii. other infrastructure for the stormwater network associated with development | **AO19**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development does not require an increase in trunk infrastructure capacity. |

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| that is not assumed future urban development which is made necessary by the development.<br>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.<br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*. | | |

**Table 9.4.9.3.B—Categories of flood planning levels**

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

Notes—

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

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

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

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

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

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

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

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

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

| **BCA building classification(1)** | **Development types and design levels, assigned design floor or pavement levels** | **Category Refer to Table 8.2.11.3.L** |
|---|---|---|
| Class 1—4 | Habitable room | Category A |
| | Non-habitable room including patio and courtyard | Category B |
| | Non-habitable part of a Class 2 or Class 3 building excluding the essential services(2) control room | Category B |
| | Parking located in the building undercroft of a multiple dwelling | Category C |
| | Carport(4), unroofed car park; vehicular manoeuvring area | Category D |
| | Essential electrical services(2) of a Class 2 or Class 3 building only | Category A(6) |
| | Basement parking entry(3) | Category C + 300mm |
| Class 5,<br>Class 6, or<br>Class 8 | Building floor level | Category C |
| | Garage or car park located in the building undercroft(3) | Category C |
| | Carport(4) or unroofed car park | Category D |
| | Vehicular access and manoeuvring areas | Category D |
| | Basement parking entry(3) | Category C |
| | Essential electrical services(2) | Class 8 — Category C(6)<br>Class 5 & 6 — Category A(6) |

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| Class 7a | Refer to the relevant building class specified in this table | |
| Class 7b | Building floor level | Category C |
| | Vehicular access and manoeuvring area | Category D |
| | Essential electrical services(2) | Category C |
| Class 9 | Building floor level | Category A |
| | Building floor level for habitable rooms in Class 9a or 9c where for a residential care facility | 0.2% AEP flood |
| | Garage or car park located in the building undercroft(3) | Category C |
| | Carport(4) or unroofed car park | Category D |
| | Vehicular access and manoeuvring areas | Category D |
| | Essential electrical services(2) | Category A |
| Class 10a | Car parking facility | Refer to the relevant building class specified in this table |
| | Shed(5) or the like | Category D |
| Class 10b | Swimming pool | Category E |
| | Associated mechanical and electrical pool equipment | Category C |
| | Other structures | Flood immunity standard does not apply |

Notes—

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

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

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

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

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

(6) Where essential services are proposed in a basement below the specified flood planning level, the flood immunity of all air vents, air-conditioning ducts, pedestrian access, lift shafts and entry/exit ramps at the

basement entrance and any other openings into that basement must conform to Category A for Residential development, and the relevant basement entry level of all other uses. This will require a waterproof basement design to prevent floodwaters entering the basement to ensure flood immunity.

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

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

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

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

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

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

Notes—

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

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

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

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

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

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

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

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

| **Type of essential community infrastructure** | **Minimum design levels** |
|---|---|

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

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

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

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

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

Notes—

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

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

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

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

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

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

# 9.4.10 Subdivision code

## 9.4.10.1 Application

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

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

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

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

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

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

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

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

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

## 9.4.10.2 Purpose

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

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

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

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

### 9.4.10.3 Performance outcomes and acceptable outcomes

**Table 9.4.10.3.A—Performance outcomes and acceptable outcomes**

| | **Comments** |
|---|---|

| Performance outcomes | Acceptable outcomes | |
|---|---|---|
| **Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot** | | |
| **PO1**<br>Development results in lots and an arrangement of lots that:<br>a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;<br>b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;<br>c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;<br>d. complement the streetscape, local context and character for the locality;<br>e. address development constraints. | **AO1.1**<br>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.<br>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.<br>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.<br>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.<br>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.<br>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions. | Complies PO1<br>The proposed development does not meet the minimum lot size as prescribed in Table 9.4.10.3.B.<br>See response in town planning report. |
| | **AO1.2**<br>Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*.<br>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.<br>Note—A building envelope plan or a development footprint plan may | |

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| | also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing. | |
| | **AO1.3**<br>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:<br>a. across a proposed lot boundary; or<br>b. within a setback required by the planning scheme.<br>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.<br>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.<br>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.<br>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:<br>• physical inspection is undertaken at the framing stage of construction;<br>• written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;<br>• other evidence received and agreed by the Council. | |
| **PO2**<br>Development creates useable lots that:<br>a. do not rely on excessive cut and fill;<br>b. do not intrude into areas of waterway and environmental significance;<br>c. ensure any cutting, filling, retaining walls and | **AO2.1**<br>Development ensures that any cutting, filling, retaining walls and earthworks:<br>a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:<br>i. a single level change; or | Complies<br>The site of the proposed development is predominantly flat, and minimal earthworks will be required. |

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| earthworks:<br>i. minimise adverse impacts to vegetation, natural features and topography;<br>ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;<br>d. minimise adverse impacts to the utility of existing or proposed transport network elements.<br>e. where involving a lot with an area less than 180m$^2$:<br>i. do not adversely affect visual character, amenity, privacy, stormwater run-off and drainage of lots within and adjoining the site;<br>ii. provide finished ground levels that facilitate development of the lots for the intended purpose without the need to provide additional retaining walls.<br>Note—An earthworks plan is required to be submitted to demonstrate compliance with this performance outcome.<br>Note—Where a development footprint plan is required for development involving lots with an area less than 180m$^2$, the relevant outcomes shown on the development footprint plan must consider the slope of the site and any earthworks that are required as part of the subdivision. | ii. any step in a series of level changes.<br>b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;<br>c. limits cut and fill to less than 1m in height for construction of transport network elements.<br>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.<br>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.<br><br>**AO2.2**<br>Development involving a lot with an area less than 450m$^2$ is located on a site with a maximum average slope of:<br>a. 1 into 10 on the shortest lot axis;<br>b. 1 into 15 on the longest axis.<br><br>**AO2.3**<br>Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of:<br>a. less than 1 in 6 on a lot less than 180m$^2$; or<br>b. less than 1 in 5 on a lot 180m$^2$ or greater;<br>prior to any cutting, filling, retaining walls or earthworks occurring on the site.<br>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.<br>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.<br><br>**AO2.4**<br>Development does not involve the creation of canals or artificial waterways. | |
| | | Complies |

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| **PO3**<br>Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed:<br>a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;<br>b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;<br>c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;<br>d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;<br>e. at an adequate width, suitable gradient and appropriate construction standard;<br>f. to avoid unreasonable detriment or nuisance to an adjacent premises;<br>g. to preserve the amenity and function of the public realm in accommodating:<br>i. high levels of pedestrian traffic;<br>ii. large subtropical street trees;<br>iii. on-street parking. | **AO3.1**<br>Development provides roads, pavement and concrete kerb and channel that provide for:<br>a. design and construction in accordance with the road hierarchy;<br>b. safe travel for pedestrian, cyclists and vehicles;<br>c. access to properties for all modes;<br>d. utilities;<br>e. high levels of aesthetics and amenity, improved liveability and future growth;<br>f. a high-quality streetscape;<br>g. a low-maintenance asset with minimal whole-of-life cost.<br>Editor's note—See Section B for additional requirements where new road is proposed.<br><br>**AO3.2**<br>Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.<br><br>**AO3.3**<br>Development provides each lot with access to a public road other than a major road, that is:<br>a. direct; or<br>b. via a formal access arrangement that is:<br>i. registered on a title over another lot; or<br>ii. a reciprocal access easement; or<br>iii. over common property;<br>iv. located as far away as practicable from an existing or proposed dwelling;<br>v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy;<br>c. the width specified:<br>i. in the Transport, access, parking and servicing planning scheme policy where | The proposed development will reinstate the kerb and channel along both property frontages. |

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| | 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<br>ii. in Table 9.4.10.3.B where in any other zone;<br>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use. | |
| | **AO3.4**<br>Development provides safe sight distances at the following locations:<br>a. an access point along the frontage of each lot;<br>b. a junction and an intersection, including corner truncation;<br>c. a pedestrian or cyclist crossing. | |
| | **AO3.5**<br>Development provides grades within a lot that:<br>a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy;<br>b. do not require cut and fill in excess of 1m in height. | |
| **PO4**<br>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.<br>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the *Planning Act 2016*. | **AO4.1**<br>Development provides land and works for infrastructure and services in compliance with the:<br>a. Local government infrastructure plan;<br>b. standards in the Infrastructure design planning scheme policy;<br>c. Refuse planning scheme policy;<br>d. Transport, access, parking and servicing planning scheme policy;<br>e. Long term infrastructure plan; | Complies<br>The proposed development will provide all required infrastructure in accordance with the relevant planning scheme policies and Australian Standards. |

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| | f. codes and planning scheme policies that apply to the site. | |
| | **AO4.2**<br>Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. | |
| | **AO4.3**<br>Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:<br>a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or<br>b. a 6m long by 3 equal chord truncation if a minor road. | |
| **PO5**<br>Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use. | **AO5**<br>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:<br>a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;<br>b. avoiding the hazard; or<br>c. mitigating hazard impacts, including through buffers, structures or other necessary measures.<br>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:<br>• contaminated land;<br>• transport noise corridors on State-controlled roads and the rail | Complies<br>The site is not located near any sources of potential hazards and is free of any overlays. |

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

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| overlays applicable to the site. | | |
| **PO8**<br>Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the:<br>a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;<br>b. lawful uses intended for the site and the locality. | **AO8.1**<br>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. | Not Applicable |
| | **AO8.2**<br>Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. | |
| | **AO8.3**<br>Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B. | |
| **Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:**<br>a. 10 or more lots; or<br>b. road reserve or new road; or<br>c. cycle or pedestrian routes. | | |
| **PO9**<br>Development ensures that the transport network and all its component elements is designed to:<br>a. facilitate the efficient and cost-effective provision and maintenance of infrastructure;<br>b. deliver the intended functional outcome of each element;<br>c. have a clear hierarchical structure using the existing network classification;<br>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.<br>Note—A traffic impact assessment may be required in accordance with | **AO9**<br>Development provides a transport network that:<br>a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;<br>b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:<br>i. the Road hierarchy overlay map;<br>ii. the Bicycle network overlay map;<br>iii. the Streetscape hierarchy overlay map;<br>iv. any other overlay, neighbourhood plan, preliminary approval, development | Not Applicable |

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| the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.<br>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. | 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;<br>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;<br>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.<br>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.<br>Note—This outcome can be demonstrated through an application that:<br>• 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;<br>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices. | |
| **PO10**<br>Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:<br>a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; | **AO10.1**<br>Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:<br>a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, | Not Applicable |

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| b. are safe, suitably shaded and embellished, attractive and efficient;<br>c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes;<br>d. provide routes that are on areas of least slope and avoid potential hazards such as flooding;<br>e. run predominantly along public spaces including streets or parks that are fronted by dwellings;<br>f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;<br>g. are widened at potential vehicle conflict points.<br>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.<br>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout. | development approval that applies to the site or structure plan relevant to the site; or<br>b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.<br>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.<br><br>**AO10.2**<br>Development provides pathway links outside the road corridor that:<br>a. comply with the Infrastructure design planning scheme policy;<br>b. incorporate key elements of crime prevention through environmental design, including:<br>i. having a maximum length of 40m;<br>ii. providing a direct line of sight between ends of the link;<br>iii. connecting between the road network and the park where development is located between them.<br>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.<br>Note—A minimum of 50% of any park frontage should be to a minor road. | |
| **PO11**<br>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:<br>a. safe and efficient movement of users, including | **AO11**<br>Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy. | Not Applicable |

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| vehicles, cyclists and pedestrians;<br>b. vehicle parking;<br>c. access to properties, including accommodation of the largest design service vehicle;<br>d. construction and maintenance of public utilities;<br>e. landscaping, street trees and shading;<br>f. safety and visibility;<br>g. integrated pedestrian and cyclist movement and safety;<br>h. noise reduction;<br>i. required design vehicles;<br>j. utility services. | | |
| **PO12**<br>Development provides a road network that:<br>a. includes a minor road network that creates convenient and safe movement between uses and to major roads;<br>b. positively contributes to and enhances the bicycle network and streetscape hierarchy;<br>c. caters for the expected vehicle, pedestrian and cyclist use;<br>d. utilises geometry consistent with the standards relevant for the road hierarchy;<br>e. provides safe vehicular access to each lot where direct lot access is allowed;<br>f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;<br>g. provides safe pedestrian and cyclist crossings;<br>h. minimises the need for earthworks;<br>i. provides minor roads adjoining and overlooking the public parks network;<br>j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, | **AO12.1**<br>Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.<br><br>**AO12.2**<br>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.<br><br>**AO12.3**<br>Development provides road network that:<br>a. is generally orientated on a modified grid pattern that allows for topographic constraints;<br>b. facilitates the following orientation wherever possible:<br>i. generally north-south roads, to allow lots to have their long axes typically orientated east-west;<br>ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south. | Not Applicable |

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| buildings, structures and activity areas;<br>k. maximises the quality of the public realm, provision of street trees and availability of on-street parking. | | |
| **PO13**<br>Development provides connected road, pedestrian and bicycle networks. | **AO13**<br>Development involving new road ensures that a no through road is included only where:<br>a. physical features obstruct road network continuity;<br>b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;<br>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;<br>d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;<br>e. if for residential development, a no through road:<br>i. accommodates a maximum of 200 vehicle movements per day;<br>ii. provides a visible manoeuvring area from the no through road entrance;<br>iii. is no longer than 150m.<br>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.<br>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 | Not Applicable |

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| | development application. | |
| **PO14**<br>Development maximises opportunities to provide on-street car parking where:<br>a. in compliance with the intended function of the road;<br>b. taking into consideration kerb space requirements for:<br>i. bus stops, passenger set down, servicing and traffic control devices;<br>ii. street trees and landscaping;<br>iii. street furniture and public signage;<br>iv. utilities and other infrastructure. | **AO14**<br>Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy. | Not Applicable |
| **PO15**<br>Development provides intersection designs that ensure:<br>a. safety, efficient function and visibility for vehicles, pedestrians and cyclists;<br>b. verge areas that provide sufficient space for safe pedestrian movement;<br>c. sufficient space for infrastructure and traffic management. | **AO15**<br>Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy. | Not Applicable |
| **PO16**<br>Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities. | **AO16**<br>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. | Not Applicable |
| **PO17**<br>Development provides a transport network that is:<br>a. designed to operate safely for users, pedestrians and cyclists;<br>b. ensures emergency access or evacuation in emergencies. | **AO17**<br>Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.<br>Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and | Not Applicable |

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| | the effectiveness of emergency response is reduced. | |
| **Section C—Specific performance outcomes and acceptable outcomes applicable to development** | | |
| **Section C1—Development for reconfiguring a lot involving any of the following:**<br>a. a site that is more than 1ha in the Emerging community zone; or<br>b. the number of potential dwellings is 20 or more in the Emerging community zone; or<br>c. a site that is more than 7,000m$^2$ in the Low density residential zone or Low-medium density residential zone; or<br>d. the number of lots is 20 or more; or<br>e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or<br>f. the creation of more than 50% of the lots with an area less than 350m$^2$ where not associated with a material change of use or in accordance with an approved building, if in a zone other than the Low-medium density residential zone.<br>Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use. | | |
| **PO18**<br>Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:<br>a. the lot frontage of all residential lots is within:<br>i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;<br>ii. 800m walking distance of a local shop and services;<br>b. the greatest intensity of development is within 400m walking distance from:<br>i. a centre other than a Neighbourhood centre;<br>ii. high frequency public transport;<br>c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone | **AO18.1**<br>Development is designed and sited in compliance with:<br>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:<br>i. integration, connection and relationship of the site with surrounding land uses;<br>ii. roads, pathways, bicycle and public transport stops and stations;<br>iii. character and environmental values and development constraints;<br>iv. parks and key destinations such as centres and community facilities; or<br>b. a structure plan prepared in accordance with the Structure planning planning scheme policy.<br>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 | Not Applicable |

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| precincts, neighbourhood plans and overlays that apply to the site;<br>d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;<br>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;<br>f. centrally located parks;<br>g. sites are provided for community activities, services and facilities and utilities;<br>h. integrated development with compatible surrounding development approvals and established residential areas;<br>i. the outcomes of neighbourhood plans are delivered;<br>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.<br>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.<br>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. | 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.<br><br>**AO18.2**<br>Development likely to generate significant pedestrian movements provides a layout with a:<br>a. maximum street block length of 220m;<br>b. maximum street block depth of 80m;<br>c. mid-block pedestrian pathway:<br>i. every 150m of street block length or part thereof where a street block length exceeds 200m;<br>ii. providing a minimum 5m wide direct line of sight between the link ends. | |
| **PO19**<br>Development ensures that the layout retains and responds to:<br>a. physical features such as topography, natural drainage systems and significant vegetation;<br>b. existing heritage or character buildings;<br>c. adjoining existing uses and the transport and public park networks. | **AO19.1**<br>Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.<br>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome<br><br>**AO19.2** | Not Applicable |

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| | Development integrates heritage or character buildings with community facilities or shared facilities. | |
| **PO20**<br>Development provides a layout that supports pedestrian access to public transport services by locating:<br>a. a high proportion of dwellings close to public transport stops;<br>b. higher density residential development close to transport stops;<br>c. non-residential or high trip-generating uses immediately proximate to transport stops. | **AO20**<br>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. | Not Applicable |
| **PO21**<br>Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze. | **AO21.1**<br>Development provides lots that are generally designed and positioned to locate:<br>a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%;<br>b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor. | Not Applicable |
| | **AO21.2**<br>Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings. | |
| **PO22**<br>Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:<br>a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; | **AO22.1**<br>Development provides a range of lot sizes that comply with:<br>a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or<br>b. if there is no neighbourhood plan, preliminary | Not Applicable |

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| b. is consistent with the surrounding lot character; or<br>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.<br>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*. | 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<br>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.<br>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads. | |
| | **AO22.2**<br>Development fronting an existing or proposed road provides:<br>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;<br>b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;<br>c. if adjoining land in the Residential zones category or the Emerging community zone:<br>i. a consistent lot character;<br>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. | |

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| | Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.<br>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm. | |
| **PO23**<br>Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:<br>a. site access opportunities or restrictions;<br>b. positive streetscape or park interface opportunities;<br>c. opportunities to locate near transport stops or on transport routes;<br>d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses;<br>e. development interfaces and land use transitions to residential uses. | **AO23**<br>Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:<br>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;<br>b. on the end of street blocks or corners;<br>c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;<br>d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots. | Not Applicable |
| **PO24**<br>Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements. | **AO24.1**<br>Development where providing lots for multiple dwellings:<br>a. facilitates direct pedestrian and vehicle access to ground-floor dwellings;<br>b. locates lots:<br>i. on corner sites; or<br>ii. at the ends of street blocks; or<br>iii. where they have dual frontage.<br>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. | Not Applicable |
| | **AO24.2**<br>Development ensures that a lot that is less than 350m$^2$ | |

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

<table>
<tr><td colspan="2">Section C2—Detailed performance outcomes and acceptable outcomes for a small lot, excluding lots less than 180m$^2$:<br>a. not complying with the dimensions in Table 9.4.10.3.B; or<br>b. with a frontage width of less than 10m.</td><td></td></tr>
<tr><td>PO27<br>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:<br>a. intended character of a locality;<br>b. quality of the public realm and the provision of street trees;<br>c. availability of on-street car parking;<br>d. natural, character or heritage features of the lot.<br>Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</td><td>AO27.1<br>Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:<br>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;<br>b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater;<br>c. 1.5m to any secondary street frontage where for a corner lot;<br>d. 3m to any private open space on an existing or proposed adjoining small lot.<br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.<br>Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.<br><br>AO27.2<br>Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m$^2$ principle private open space with a minimum dimension of 4m.<br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</td><td>Not Applicable<br>Due to the development being a combined RAL and MCU a development footprint plan is not required as any and all development will be contained within the dimensions of the proposed MCU.</td></tr>
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| | Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code. | |
| | **AO27.3**<br>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.<br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | |
| | **AO27.4**<br>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:<br>a. minimises impacts to existing street trees and on-street car parking;<br>b. maximises opportunities for street tree planting and on-street car parking.<br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | |
| **Section C3—Additional performance outcomes and acceptable outcomes for a lot less than 180m$^2$** | | |
| **PO28**<br>Development ensures that a lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access in accordance with section B of the Dwelling house (small lot) code, without adversely impacting the:<br>a. intended character of the local area and street context; | **AO28.1**<br>Development provides a development footprint plan that demonstrates compliance with the acceptable outcomes identified in section B of the Dwelling house (small lot) code.<br>Note—This acceptable outcome requires preparation and lodgement of a development footprint plan. A development footprint plan will form part of the development approval.<br>Editor's note—Where a site has water supply and sewerage infrastructure, development is required to protect the infrastructure from | Not Applicable |

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

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| this criteria are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.<br>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. | | |
| **Section C4—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone** | | |
| **PO30**<br>Development provides a lot layout plan that:<br>a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic;<br>b. minimises impacts to existing or potential incompatible land uses. | **AO30.1**<br>Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street. | Not Applicable |
| | **AO30.2**<br>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. | |
| **PO31**<br>Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities. | **AO31**<br>Development provides lots that are arranged to:<br>a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area;<br>b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas. | Not Applicable |
| **PO32**<br>Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that:<br>a. are of a size that facilitates a variety of industrial and industry compatible land uses;<br>b. are not subdivided or otherwise fragmented into | **AO32**<br>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. | Not Applicable |

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| unviable lot sizes. | | |
| **Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone**<br>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code. | | |
| **PO33**<br>Development:<br>a. facilitates the integration of centre and mixed uses with adjacent uses and features;<br>b. complements and enhances existing or proposed public spaces;<br>c. ensures minimum impact on the amenity of adjacent and nearby areas;<br>d. provides for reasonable buffers between any existing or potential incompatible land uses. | **AO33**<br>No acceptable outcome is prescribed. | Not Applicable |
| **Section C6—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan** | | |
| **PO34**<br>Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values.<br>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.<br>Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*. | **AO34**<br>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:<br>a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;<br>b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;<br>c. does not further fragment viable rural land.<br>Note—This acceptable outcome requires identification of a | Not Applicable |

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| | development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*. | |
| **PO35**<br>Development provides vehicular access that is:<br>a. available to each lot or building envelope area;<br>b. does not result in the loss of ecological features, significant vegetation and koala habitat trees.<br>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy. | **AO35**<br>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.<br>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | Not Applicable |
| **Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots** | | |
| **If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land** | | |
| **PO36**<br>Development does not result in:<br>a. the use of a premises being impaired or made unlawful;<br>b. dependent activities of a use becoming separated by titling;<br>c. the functioning of the relevant development approval being compromised.<br>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.<br>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. | **AO36.1**<br>Development ensures:<br>a. the use of premises remains lawful;<br>b. development remains in compliance with planning and building standards and development approvals.<br><br>**AO36.2**<br>Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals. | Not Applicable |

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| Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval. | | |
| **If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997***<br>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code. | | |
| **PO37**<br>Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions:<br>a. for siting and constructing the intended building and any ancillary outbuilding and structure;<br>b. for the provision of private open space, vehicle access and parking;<br>c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.<br>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code. | **AO37**<br>No acceptable outcome is prescribed | Not Applicable |
| **PO38**<br>Development provides internal access ways and driveways that:<br>a. are designed to clearly indicate the function of the access way;<br>b. provide acceptable levels of access, functionality, safety, amenity and convenience | **AO38.1**<br>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:<br>a. internal access ways that are designed in compliance with Table 9.4.10.3.C; | Not Applicable |

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| for users, as well as catering for car parking facilities. | b. internal driveways serving a single dwelling that are a maximum of 3m wide;<br>c. driveways serving more than 3 lots that are at least 4m wide. | |
| | **AO38.2**<br>Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | |

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

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

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

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

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

| Zone or Zone precinct | Minimum lot size ($m^2$) (1) | Minimum rectangle dimension (m) | Average lot width & minimum frontage (m) |
|---|---|---|---|

| | | | |
|---|---|---|---|
| **If in the Low density residential zone** | | | |
| Development for a residential lot | 400 | 9 x 15 | 10 |
| Where average lot size is 400m$^2$ for the development (calculated excluding rear lots) and all lots comply with minimum rectangle dimension and average lot width requirements | 350 | 6 x 15 | 10 |
| Where any part of the lot frontage is within 300m walking distance of any part of the lot frontage of a site or sites in a zone in the Centre zones category with a combined site area of more than 2,000m$^2$ | 300 | 6 x 15 | 7.5 |
| **If in the Character zone precinct of the Character residential zone** | | | |
| Development of a residential lot | Not applicable | | |
| **If in the Infill housing zone precinct of the Character residential zone** | | | |
| Development of a residential lot | 300 | 6 x 15 | 7.0 |
| Where adjoining the side boundary of a lot 400m$^2$ or greater containing an existing dwelling house | 300 | 6 x 15 | 7.5 |
| **If in the 2 storey mix zone precinct of the Low-medium density residential zone** | | | |
| Development of a residential lot | 260 | 6 x 15 | 7.0 |
| Where adjoining the side boundary of a lot 400m$^2$ or greater containing an existing dwelling house | 260 | 6 x 15 | 7.5 |
| **If in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone where the entirety of all lot frontages of the subject site is outside of a key location** | | | |
| Development of a residential lot where not on a narrow street<br>Note—A narrow street has a road width of less than 6m. Refer to Figure b for further guidance. | 120 | 6 x 10; or<br>8 x 7 | 6.5;<br>with an average frontage width of all proposed lots of 7.5m or greater |
| Development of a residential lot where not on a narrow street and vehicle access is from | 120 | 6 x 10; or | 6; |

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

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

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

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|---|---|---|---|
| **If in any other location in the Low-medium density residential zone or in the Emerging community zone** | | | |
| Development of a residential lot | 350 (3) | 6 x 15 | 10 |

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

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

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

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

**Table 9.4.10.3.B Part 4—All other zones**

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

| | | | | |
|---|---|---|---|---|
| Development of a lot | 100,000 (100,000) | 80 x 100 | 200 | 15 |
| **If in the General industry B zone precinct of the Industry zone** | | | | |
| Development of a lot | 2,000 (2,000) | 20 x 40 | 25 (40)[3] | 7.5 |
| **If in the General industry A zone precinct of the Industry zone** | | | | |
| Development of a lot | 1,000 (1,000) | 18 x 30 | 25 (25)[3] | 7.5 |
| **If in the Low impact industry zone** | | | | |
| Development of a lot | 1,000 (1,000) | 18 x 30 | 25 (25)[3] | 7.5 |
| **If in the Industry investigation zone** | | | | |
| Development of a lot | 100,000 (40,000) | 80 x 100 | 100 | 15 |
| **If in the Special industry zone** | | | | |
| Development of a lot | 100,000 (100,000) | 80 x 100 | 100 | 15 |
| **If in the South East Queensland Regional Plan Urban Footprint where not in the above zones** | | | | |
| Development of a lot | 100,000 (100,000) | 50 x 80 | Not specified | 10 |
| **If in the South East Queensland Regional Plan Regional Landscape and Rural Production Area[4]** | | | | |
| Development of a lot | 1,000,000 (1,000,000) | 50 x 80 | Not specified | 10 |

Notes applying to Table 9.4.10.3.B Part 4—

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

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

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

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

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

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

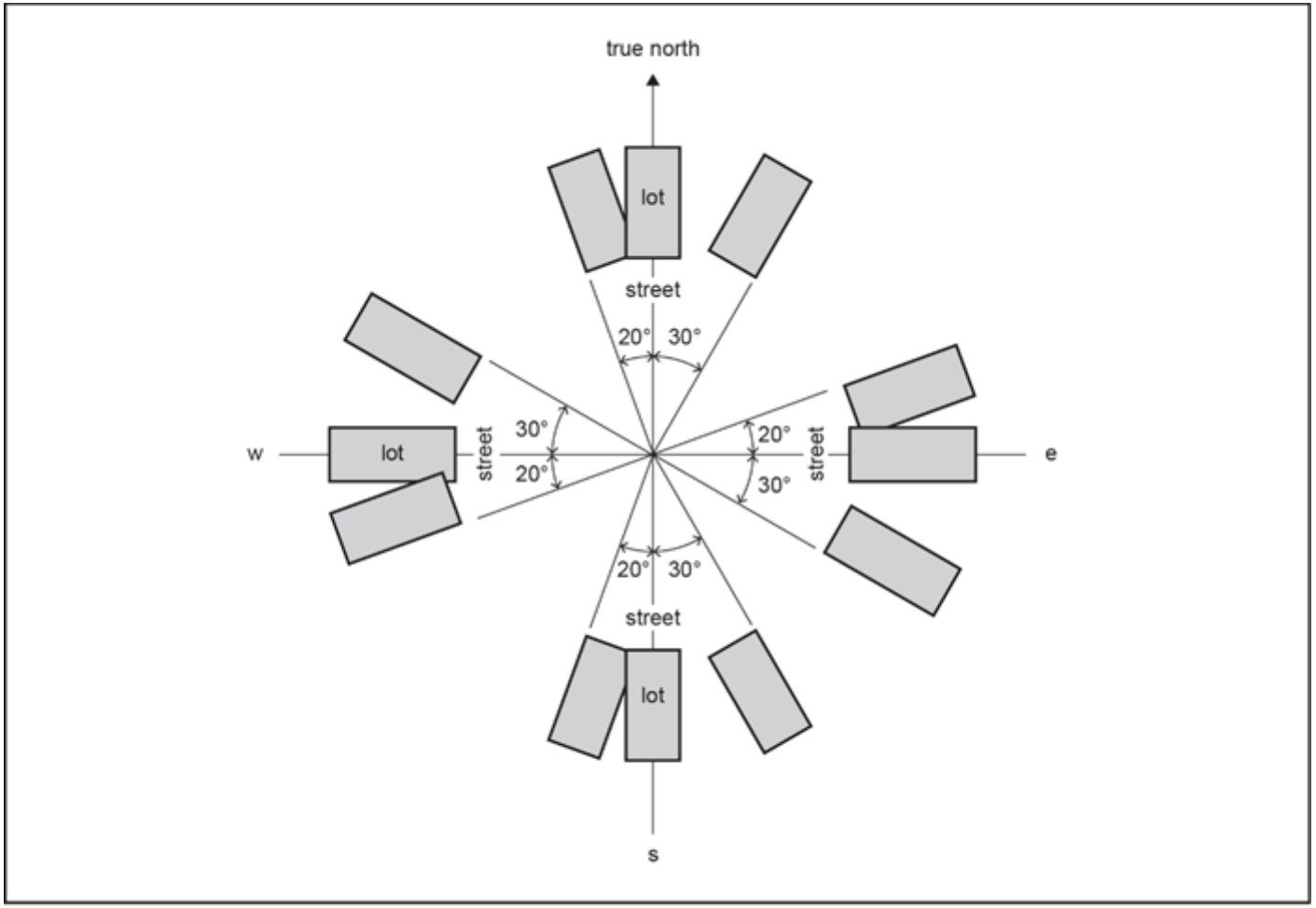



Figure a—Preferred orientation for long axis of lots

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

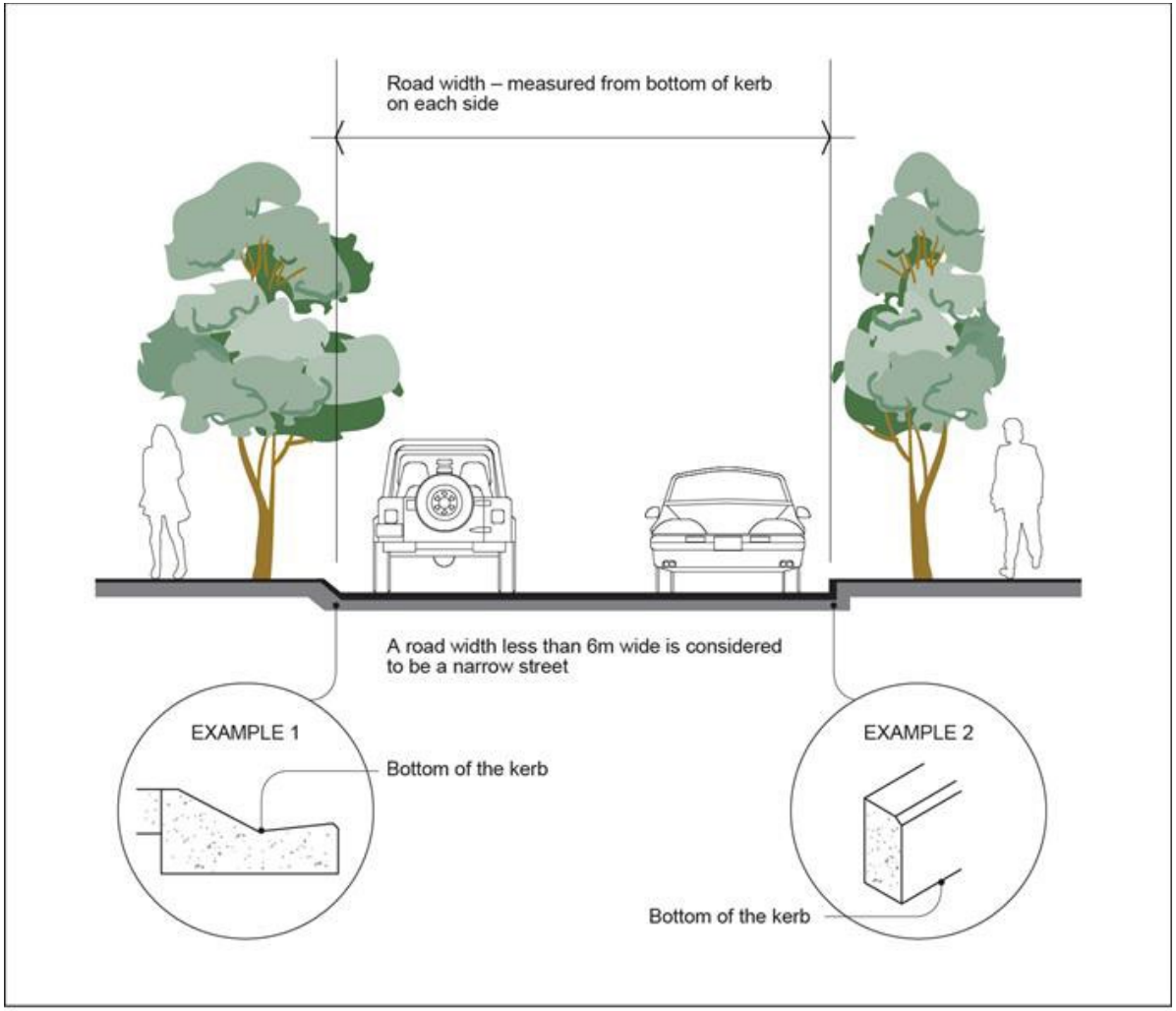



Figure b—Measurement of a narrow street

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

# 9.4.11 Transport, access, parking and servicing code

## 9.4.11.1 Application

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

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

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

- crime prevention through environmental design principles, guidance is included in the Crime prevention through environmental design planning scheme policy;
- design for the reduction of graffiti, guidance is provided and the Graffiti prevention planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- transport, access, parking and servicing standards and guidelines are contained in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.

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

## 9.4.11.2 Purpose

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

minimised to maintain amenity of the area and the safety and efficiency of the transport system.

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

## 9.4.11.3 Performance outcomes and acceptable outcomes

**Table 9.4.11.3—Performance outcomes and acceptable outcomes**

| Performance outcomes | Acceptable outcomes | Comments |
|---|---|---|
| **PO1**<br>Development is designed:<br>a. to include a technically competent and accurate response to the transport and traffic elements of the development;<br>b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;<br>c. to ensure the efficient operation and safety of the development and its surrounds.<br>Note—The acceptable outcome and performance outcome can be | **AO1**<br>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy. | Complies<br>The proposed development will comply with the planning scheme policy. |

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| demonstrated through a development application that:<br>• 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;<br>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. | | |
| **PO2**<br>Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council. | **AO2**<br>No acceptable outcome is prescribed. | Not applicable<br>The proposed development for a 4 lot residential subdivision. |
| **PO3**<br>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network. | **AO3.1**<br>Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.<br>**AO3.2**<br>Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises. | Complies<br>The proposed development will comply with the planning scheme policy. |
| **PO4**<br>Development provides walking and cycle routes through | **AO4.1**<br>Development provides walking and cycle routes which are | Not applicable<br>The proposed development does not require walking or cycling routes. |

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

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| parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy. | Development provides visitor bicycle parking which does not impede pedestrian movement.<br><br>**AO5.5**<br>Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | |
| **PO6**<br>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.<br>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy. | **AO6**<br>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | Not applicable<br>The proposed development does not require end of trip facilities. |
| **PO7**<br>Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles. | **AO7**<br>Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy. | Complies<br>The proposed development will be able to access any existing pedestrian and cycle infrastructure. |
| **PO8**<br>Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities. | **AO8**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will be able to access any existing pedestrian and cycle infrastructure. |
| **PO9**<br>Development provides access driveways in the road area that are located, designed and controlled to:<br>a. minimise adverse impacts on the safety and operation of the transport network, including the | **AO9.1**<br>No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).<br><br>**AO9.2** | Complies PO9<br>The proposed development complies with all requirements for driveway crossover, other than the prescribed driveway separation for proposed lot 3. The prescribed separation distance is 10m from the nearest intersection while the driveway to proposed lot 3 is located 6m from the intersection of Birdwood Street |

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| movement of pedestrians and cyclists;<br>b. ensure the amenity of adjacent premises, from impacts such as noise and light. | Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage. | and Pioneer Street. However, the proposed development satisfies the minimum separation distance of AS2890.1. Additionally, since the driveway is only servicing one dwelling traffic generation will be low and vehicle movements will occur at low speed. Therefore, the reduced separation distance is not expected to affect the safety or efficiency of Pioneer Street or the intersection. |
| | **AO9.3**<br>Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | |
| | **AO9.4**<br>Development provides access driveways in the road area which:<br>a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;<br>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. | |
| | **AO9.5**<br>Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road. | |
| **PO10**<br>Redevelopment provides for:<br>a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;<br>b. the reinstatement of adjacent footpaths. | **AO10**<br>No acceptable outcome is prescribed. | Complies<br>The proposed development will remove any existing cross overs. |

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| **PO11**<br>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists. | **AO11.1**<br>Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.<br>**AO11.2**<br>Development ensures that convex mirrors are only used in a site:<br>a. as a secondary support at access driveways;<br>b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. | Complies PO11<br>The proposed development complies with all requirements for driveway crossover, other than the prescribed driveway separation for proposed lot 3. The prescribed separation distance is 10m from the nearest intersection while the driveway to proposed lot 3 is located 6m from the intersection of Birdwood Street and Pioneer Street. However, the proposed development satisfies the minimum separation distance of AS2890.1. Additionally, since the driveway is only servicing one dwelling traffic generation will be low and vehicle movements will occur at low speed. Therefore, the reduced separation distance is not expected to affect the safety or efficiency of Pioneer Street or the intersection. |
| **PO12**<br>Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport. | **AO12**<br>Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.<br>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy. | Not applicable<br>The proposed development is located outside of the city core and city frame. |
| **PO13**<br>Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street. | **AO13**<br>Development outside of the City core and City frame as identified in Figure a:<br>a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or<br>b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. | Complies<br>The proposed development provides two car parking spaces per dwelling which is in accordance with the planning scheme policy. |

| | | |
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| | Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy. | |
| **PO14**<br>Development ensures that the number of car parking spaces and design of the car parking area:<br>a. meet the combined design peak parking demand for residential, visitor and business parking;<br>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.<br>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided. | **AO14.1**<br>Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.<br>**AO14.2**<br>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development. | Complies<br>The proposed development provides two car parking spaces per dwelling which is in accordance with the planning scheme policy. |
| **PO15**<br>Development provides a car park layout which allows for on-site vehicle parking that:<br>a. is clearly defined, safe and easily accessible;<br>b. is designed to contain potential adverse impacts within the site;<br>c. does not detract from the aesthetics or amenity of an area;<br>d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;<br>e. is consistent with safe and convenient pedestrian and cyclist movement. | **AO15**<br>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy. | Not applicable<br>The proposed development does not require provisions for service vehicles. |
| **PO16**<br>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design. | **AO16**<br>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: | Not applicable<br>The proposed development is for a residential subdivision and is not publicly accessible. |

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| | a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;<br>b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;<br>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;<br>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;<br>e. including way-finding cues;<br>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.<br>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. | |
| **PO17**<br>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection. | **AO17**<br>Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:<br>a. denying access to potential canvases through access control techniques;<br>b. reducing potential canvases through canvas reduction techniques;<br>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.<br>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy. | Not applicable<br>The proposed development is for a residential subdivision and is not publicly accessible. |

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| **PO18**<br>Development is serviced by an adequate number and size of service vehicles. | **AO18**<br>Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | |
| **PO19**<br>Development layout provides for services which:<br>a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected;<br>b. are clearly defined, safe and easily accessible;<br>c. are designed to contain potential adverse impacts of servicing within the site;<br>d. do not detract from the aesthetics or amenity of the surrounding area. | **AO19.1**<br>Development ensures that a service bay provided on site:<br>a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;<br>b. is located away from street frontages and screened from adjoining premises.<br><br>**AO19.2**<br>Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.<br><br>**AO19.3**<br>Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | Not applicable<br>The proposed development does not require provisions for service vehicles. |
| **PO20**<br>Development provides service vehicle access routes to and from the site which minimise the impact on:<br>a. amenity and safety in residential areas;<br>b. streets not constructed to a standard that accommodate increased heavy vehicle movements. | **AO20**<br>Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. | Not applicable<br>The proposed development does not require provisions for service vehicles. |

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| **If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)** | | |
| **PO21**<br>Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:<br>a. the operation of the transport network;<br>b. the safety and amenity of a residential area;<br>c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1—9. | **AO21.1**<br>Development which is freight-dependent development is located on a site which:<br>a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or<br>b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.<br><br>**AO21.2**<br>Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy. | Not applicable |

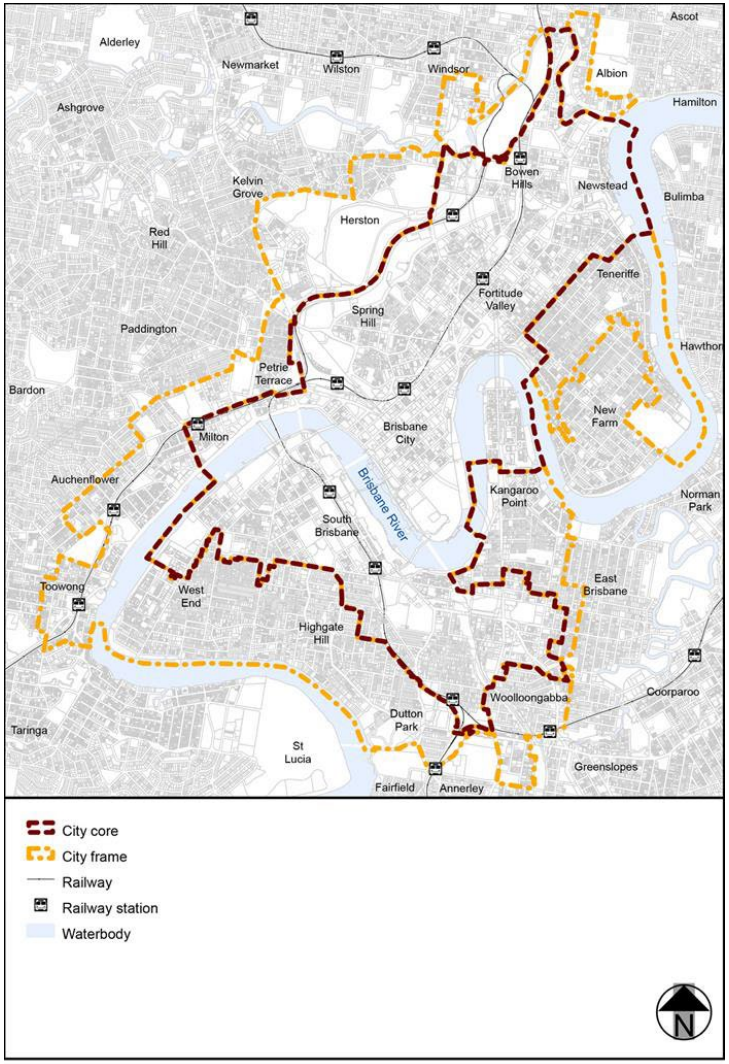



Figure a—City core and City frame

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