

Brisbane City Plan 2014
Code Assessment – 54 Birdwood Terrace, Auchenflower

The following codes have been assessed against the proposed Reconfiguration of a Lot (1 into 2 Lots), a new Dwelling House and a new Dwelling Unit :

Relevant Code		Comment	Completed By
Neighbourhood Plan			
Ithaca District Neighbourhood Plan – Hillside Character Precinct NPP - 008	Ashgrove – Grange district neighbourhood plan code	Table 1	Subdivisions Brisbane
Zone			
Character (Infill Housing)	Character (Infill Housing) Residential zone code	See below	Subdivisions Brisbane
Overlays			
Airport environs	Airport environs overlay code	Not Applicable	-
Bicycle network overlay	Bicycle network overlay code	See below	
Commercial Character Building Overlay	Commercial Character Building Overlay code	Table 2	
Community purposes network	Community purposes network overlay code	See below	Subdivisions Brisbane
Critical infrastructure and movement network	Critical infrastructure and movement network overlay code	Not Applicable	-
Dwelling house character overlay	Nil	Nil	-
Road hierarchy	Road hierarchy overlay code	Table 3	Subdivisions Brisbane
Streetscape hierarchy	Streetscape hierarchy overlay code	Table 4	Subdivisions Brisbane
Traditional Building Character Overlay	Traditional Building Character Overlay Code	Table 5	
Use Code			
Dwelling House Code (Small Lot)	Dwelling House Code (Small Lot) Code	Table 6	Subdivisions Brisbane
Other Code			
Subdivision Code	Subdivision Code	Table 7	Subdivisions Brisbane
Filling And Excavation Code	Filling And Excavation Code	See attached	Civil Work Engineers
Infrastructure Design Code	Infrastructure Design Code	See attached	Civil Works Engineers
Landscape Work Code	Landscape Work Code	Table 8	Subdivisions Brisbane

Outdoor Lighting Code	Outdoor Lighting Code	Table 9	Subdivisions Brisbane
Stormwater Code	Stormwater Code	See attached	Civil Works Engineers
Transport, Access, Parking And Servicing Code	Transport, Access, Parking And Servicing Code	Table 10	Subdivisions Brisbane

Character (infill Housing) Residential Zone Code

The proposal generally meets the expectations of the Character (infill Housing) Residential Zone Code and is considered to comply with the requirements of the zone and the applicable code.

Bicycle Network Overlay Code

The proposal generally meets the expectations of the Bicycle Network Overlay Code and is considered to comply with the requirements of the zone and the applicable code.

Community Purposes Network Overlay Code

The proposal generally meets the expectations of the Community Purposes Network Overlay Code and is considered to comply with the requirements of the zone and the applicable code.

Wastewater Code

The proposal generally meets the expectations of the Wastewater Code and is considered to comply with the requirements of the zone and the applicable code.

Ithaca District Neighbourhood Plan Code (Table 1)

Performance outcomes		Acceptable outcomes	Compliance
Building height			
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the development potential of adjoining sites. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	AO1 Development complies with the number of storeys and building heights in Table 7.2.9.2.3.B. Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	✓ The development will comply with the allowable number of stories and building heights set out in Table 7.2.9.2.3.B.	
If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001)			
N/A – The development site is not in the Butterfield Street precinct.			

If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001), where in the Butterfield Street a sub-precinct (Ithaca district neighbourhood plan/NPP-001a)		
N/A – The development site is not in the Butterfield Street precinct.		
If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001), where in the Butterfield Street b sub-precinct (Ithaca district neighbourhood plan/NPP-001b)		
N/A – The development site is not in the Butterfield Street precinct.		
If in the Ballymore precinct (Ithaca district neighbourhood plan/NPP-002)		
N/A – The development site is not in the Ballymore precinct.		
If in the Bishop Street precinct (Ithaca district neighbourhood plan/NPP-003)		
N/A – The development site is not in the Bishop Street precinct.		
If in Special area 1 – Musgrave Road		
N/A – The development site is not in Special area 1 – Musgrave Road		
If in Special area 2 – Skate Arena		
N/A – The development site is not in Special area 2 – Skate Arena		
If in the Hillside character precinct (Ithaca district neighbourhood plan/NPP-008)		
Development pattern and form		
PO18 Development for residential purposes must be compatible with traditional character house scale and designed and sited to retain and reinforce the predominant development pattern and form of: (a) separate allotments, whether or not the site area exceeds predominant lot sizes in the area or the site is an amalgamation of allotments; (b) buildings of a traditional character house scale uniformly spaced and consistently stepped across well treed hillsides when viewed from the visual catchment; (c) the design and scale of elevation and building form of the rear of extended or new buildings must consider the views of the building from	AO18.1 Development has a building footprint, boundary setbacks and siting in relation to adjoining development that reflects the predominant development pattern and form of development in the area.	✓ The proposed footprint for the development is 47% for the dwelling house and 59% for the dwelling unit and commercial character building. These sites coverages comply with all relevant code provisions. The proposed footprints are consistent with development in the area. The western boundary represent a current side boundary and the setbacks to this boundary are consistent with the adjacent neighbour to the west. There new dwellings have front setbacks to Slade lade and there is no established setback pattern to this lane as no other buildings face this lane.
	AO18.2 Development of buildings feature orthogonal plan forms with outside walls aligned to those on adjoining allotments or within the development.	✓ The proposed developments is orientated and situated to display orthogonal forms. The outside wall setbacks are aligned and are sympathetic to dwellings on adjoining lots.

surrounding areas, and the impact of the proposal on properties at the rear of the premises.		
Building height, scale and proportions		
PO19 Development for a residential purpose has a height, scale and proportions compatible with traditional character houses when viewed from the visual catchment.	AO19.1 Development of buildings are designed to appear as a series of separate blocks, each of a size and scale similar to that of a traditional character house, using either physical separation or: (a) significant recesses and projections of the exterior wall plane; (b) articulation through steps in the horizontal plane of the roof; (c) roof geometry incorporating significant variety, such as pitched roofs of minimum 27.5° pitch; (d) elevational and roof treatment using a variety of materials, colours and finishes compatible with traditional character houses to achieve the appearance of separate blocks; (e) landscaped areas to achieve the appearance of separate blocks, and include trees capable of deep planting and growing to roof height.	✓ Each building within the site are designed to appear as a separate building, with assize and scale comparable to other development in the area and the previous approval. Significant recesses and projections are proposed to the exterior wall plane. Articulation is provided in both the horizontal and vertical planes. Both dwelling propose pitched roofs. Roof and wall treatments and colours are varied and landscaping will provide deep landscaping opportunities.
	AO19.2 Development has building heights exceeding the prescribed acceptable outcome only where: (a) use of traditional character elements or site responsive construction methods has resulted in non-compliance with the prescribed acceptable outcome; (b) any additional building height or storeys are incorporated into a building form appearing to comply with the prescribed acceptable outcome, such as outcomes where 2-storey development is	N/A The development does not exceed the allowable limits for building heights.

	prescribed and a third storey is incorporated into a roof space area. Note—Site-responsive construction methods, such as posts or piers, minimise the amount of alteration to site topography. Traditional character elements are pitched roofs of a minimum 27.5° pitch.	
	AO19.3 Development has a site cover exceeding the prescribed acceptable outcome only where the development is designed to reduce building bulk in accordance with AO19.1.	N/A The proposed site cover does not exceed acceptable outcomes.
	AO19.4 Development has eaves heights that reflect the predominant development pattern and form of development in the area: (a) along undulating ridgelines; (b) horizontally across hillsides; (c) vertically down hillsides.	✓ There is no clear pattern of eave heights down Slade Lane. The proposed eaves will step down the street aligned with the sloping topography of the land. It is considered that the proposal is sympathetic to the on-site slope.
	AO19.5 Development does not have a uniform elevational treatment above ground level without variation, articulation or openings longer than 10m.	✓ The development provides significant articulation and tiering of higher levels to ensure development does not have a uniform elevational treatment.
PO20 Development must be designed, sited and landscaped to minimise the impact of incompatible building bulk, maintain and enhance the traditional character and built form of this precinct in terms of building: (d) bulk, form and scale; (e) eaves heights; (f) elevational treatment; (g) construction materials; (h) by using quality contemporary architecture respectful of its setting;	AO20 No acceptable outcome is prescribed.	✓ The development has been designed and sited to be compatible in bulk and scale to adjoining development in terms of bulk form and scale, eave heights, elevations treatments, construction materials and quality architectural design. Suitable landscaping will further soften the visual impacts of the new development.

(i) development along ridgelines must not dominate the skyline and must be designed and sited to contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the visual catchment.		
PO21 Development along ridgelines does not dominate the skyline and is designed and sited to contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the visual catchment.	AO21 No acceptable outcome is prescribed.	N/A The development is not along a ridgeline.
Landscape character, physical setting and topography		
PO22 Development minimises impacts to existing significant vegetation and provide replacement vegetation on the site of advanced size and maturity where significant vegetation is removed.	AO22 Development: (a) designs and sites buildings or other structures, driveways and hard-stand areas to maximise the retention of vegetation on the site; (b) replaces significant vegetation removed as a result of the development with vegetation of advanced size and maturity that contributes to the special character of the area. Note—Trees featuring a trunk diameter width of 250mm or greater measured at 1m above ground level are considered significant vegetation. Advanced size and maturity is vegetation of 100L minimum stock size planted in sufficient quantity to achieve a total canopy area of 50% of the removed vegetation when mature.	✓ There is no significant or protected vegetation on-site. Deep planting areas will be incorporated into the development to reinforce the subtropical appearance of the site.
PO23 Development must be designed and sited to retain or reinforce the landscape character and physical setting of the locality, and to break up building bulk and buildings must appear to be uniformly sited on well-treed hillsides and consistently spaced along major ridgelines.	AO23.1 Development provides communal open space and ground storey private open space required for residential development is provided at a minimum dimension of 5m.	N/A The development is for a dwelling house and dwelling unit. Communal open space is not required.
	AO23.2 Development ensures that boundary setbacks are a minimum of: (a) 6m to the rear boundary;	Performance Outcome The proposed dwelling unit is located on a corner lot and there is no rear boundary. The new rear boundary

	(b) 12m to the rear boundary on sites steeper than 1 in 8 gradient (long axis from the front boundary to rear boundary of the site); (c) 6m to any adjoining site's front or rear boundary in the case of rear allotments.	to the dwelling house adjoins the side boundary of the adjacent western neighbour. The setbacks proposed to this common boundary exceed side boundary setback expectations of the adjacent neighbour. The proposed rear boundary setback is 2.3m which is comparable to the previous dwelling house approved setback of 2.5m
	A023.3 Development comprising a carport, car parking space or other structures associated with multi-unit dwellings is not located in the setback area. Note—In the case of corner lots, the rear boundary is that boundary which abuts other rear boundaries.	N/A Development is for dwelling house and dwelling unit.
PO24 Development, including buildings or other structures, driveways and hard-stand areas, must be designed and sited to minimise cut-and-fill disturbance on the site and to soften visual impact.	A024.1 Development incorporates: (a) foundation systems that minimise disturbance to the landscape, such as post-and-pier type foundations; (b) slab-on-ground foundations only on those parts of a site with gradients less than 1 in 8 and where cut and fill is minimal; (c) benching, cut and fill, or construction of retaining walls of a minor nature only (i.e. fill does not exceed 1m and/or the combined height of any retaining wall and fence does not exceed 2m) and is designed so it is not noticeable after construction has been completed; (d) driveways and hard-stand areas only on those parts of a site with gradients less than 1 in 4.	Performance Solution Due to gradient of the site, earthworks are required. When viewed from the street, the dwellings appear to compliment the natural slope of the land. There are no large retaining walls facing the street. The streetscape is also softened with the use of landscaping.
	A024.2	✓

	Development provides retaining walls that are set back from any boundary and are stepped, terraced and landscaped.	
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The proposed development is generally in accordance with the Ithaca District Neighbourhood Plan Code and fulfils the purpose of the code.

Commercial Character Building (activities) Overlay Code (Table 2)

Performance outcomes	Acceptable outcomes	Compliance
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development involving a commercial character building premises		
PO1 Development for the commercial character building activity is low impact in scale, nature and employment, reinforces and contributes to the local character and lifestyle of the city, and is of a modest scale, suited to serving the needs of the local community.	AO1 Development for a commercial character building activity has a maximum non-residential gross floor area of 250m ² .	✓ The floor area is not proposed to change.
PO2 Development for a commercial character building activity is compatible with an adjoining community and residential use or other sensitive land use if located in the Low density residential zone, Low–medium density residential zone, Medium density residential zone, High density residential zone, Character residential zone or Community facilities zone.	AO2 Development does not involve the sale of items that are restricted to customers over 18 years of age, other than cigarettes, alcohol and lottery/scratch-it type tickets, if located in the Low density residential zone , Low–medium density residential zone , Medium density residential zone , High density residential zone , Character residential zone or Community facilities zone .	✓
PO3 Development has hours of operation (including for deliveries) which are controlled so that the use does not impact on the amenity of a nearby sensitive use .	AO3 Development limits hours of operation (including for deliveries) to between 6am and 8pm.	✓

PO4 Development is of a nature and scale which does not result in noise emissions that exceed the following criteria: $L_{Aeq,adj,T}$ emitted from the commercial character building activity is not greater than the rating background level plus 3 at a sensitive use. Where T is: • day (7am to 6pm): 11hr • evening (6pm to 10pm): 4hr • night (10pm to 7am): 9hr. Where $L_{Aeq,adj,T}$ is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—Rating background level is to be determined in accordance with the methodology described in the Noise impact assessment planning scheme policy. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO4 Development: (a) does not involve amplified music entertainment; (b) is conducted wholly within an enclosed building and does not involve external activity, dining or entertainment areas; (c) ensures mechanical plant or equipment is acoustically screened from adjoining sensitive uses. Note—Mechanical plant includes generators, motors, compressors and pumps, such as air-conditioning, refrigeration or coldroom motors.	✓
PO5 Development is of a nature and scale which does not result in odour, dust or other air pollutants that cause an unreasonable impact to the occupier of a nearby sensitive use. Note—The matters considered in assessing unreasonable impacts include the characteristics, nature, amount, intensity, frequency and duration of the emissions and	AO5 Development: (a) does not release air pollutants, including odour, dust, fumes or smoke external to the development; or (b) ensures that if food or cooking odour is released, exhaust vents are discharged vertically and directed away from the sensitive use and are separated by the following distances:	✓

whether the emissions could be reasonably expected in the area.	(i) a minimum of 6m horizontally from a sensitive use; (ii) a minimum of 2m above a thoroughfare or roof with regular foot traffic.	
PO6 Development for veterinary service is limited to day-clinic functions only, or a stand-alone, detached building, to prevent adverse noise impacts on adjoining residential premises and other sensitive uses.	A06 Development for veterinary service in the Low density residential zone , Low-medium density residential zone , Medium density residential zone , High density residential zone , or Character residential zone : (a) is limited to day-clinic functions only and does not involve overnight accommodation of animals; (b) is contained within a stand-alone, detached building.	N/A
Section B—If for assessable development where work is not limited to internal alterations or fitouts		
PO7 Development involving the extension, alteration, renovation or refurbishment of a commercial character building is sensitive to the built form, scale and character of the original building and architectural design in accordance with the guidelines contained in the Commercial character building planning scheme policy : (a) ensures the original use of the building remains clearly identifiable by maintaining the traditional architectural style, characteristics and detailing of the commercial character building; (b) is sited and of a scale and bulk that does not dominate or detract from the appearance of the existing commercial character building on the site or of an adjoining residential dwelling.	A07 No acceptable outcome is prescribed.	N/A No works are proposed to the commercial character building.
PO8 Development for the relocation of the commercial character building within the site: (a) maintains the relationship of the commercial character building to each street frontage;	A08 No acceptable outcome is prescribed.	N/A

(b) does not increase the setback to each street frontage; (c) does not detract from the traditional characteristic elements of the building or amenity of the local area.		
PO9 Development maintains a sense of street address and reinforces the relationship of the commercial character building with the street through the following: (a) the commercial character building is not raised or enclosed underneath unless essential to address building issues such as flooding, sub-floor air circulation or prevention of pest infestation; (b) the original street-front entrance to the commercial character building is not significantly elevated, is retained or reinstated and maintains a sense of street address and safe and equitable pedestrian ingress and egress from the building. Note—Preparing a report demonstrating the requirements necessitating the raising or enclosure of the building can assist in demonstrating achievement of this performance outcome.	AO9 Development for a commercial character building does not result in the commercial character building being raised or enclosed underneath.	✓
PO10 Development for an extension to a commercial character building on a corner site of a neighbourhood access road or local access road addresses each street frontage to enhance the activation and engagement of the commercial character building activity with the street.	AO10 No acceptable outcome is prescribed.	N/A No works are proposed to the commercial character building.
PO11 Development if extending a commercial character building has a primary frontage which is similar in appearance to the original commercial character building.	AO11 Development if extending the building frontage of a commercial character building at the ground storey provides glass or openings to the same extent as the original building frontage.	N/A
PO12 Development ensures customer and visitor parking does not:	AO12 Development provides on-site car parking which is at the rear of the building and not within the front setback.	✓ The existing commercial character building is vacant and has no parking. 2 new parking spaces are proposed to

(a) dominate the frontage of the premises or detract from the streetscape; (b) cause on-street traffic congestion and parking delays; (c) create traffic circulation hazards on the adjoining street or within the site. Note—On-site parking and servicing areas are provided for staff, customers and visitors in compliance with the Transport, access, parking and servicing planning scheme policy.	On-site parking and servicing areas are provided in compliance with the Transport, access, parking and servicing planning scheme policy.	the rear of the building. These spaces are not visible from Birdwood Terrace and will not cause on street congestion or parking delays.
PO13 Development provides sufficient areas for refuse and recycling bin storage and collection, which are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO13 Development provides: (a) refuse and recycling bin storage areas that are located so that they are not visually obtrusive when viewed from the street; (b) adequate frontage for all bins to be presented on the footpath for collection. Note—Refer to the Refuse planning scheme policy for further guidance.	✓ Existing refuse solutions to be maintained.
Additional performance outcomes and acceptable outcomes if not in a zone in the centre zone category or the Mixed use zone		
PO14 Development for a commercial character building which adjoins a residential dwelling or other sensitive land use: (a) does not significantly reduce daylight to open space or a habitable room in an adjoining premises; (b) limits the dimensions of built-to-boundary walls to minimise overshadowing impacts.	AO14.1 Development for a commercial character building provides a minimum side boundary setback, other than for a wall built to the boundary, which is a minimum of: (a) 1.5m, for a wall up to 4.5m high; (b) 2m, for a wall up to 7.5m high; (c) 2m plus 0.5m for every 3m (or part of 3m) over 7.5m, for a wall over 7.5m high.	N/A
	AO14.2 Development has a minimum rear boundary setback of 6m.	N/A No rear setback.
	AO14.3 Development for a commercial character building with a wall built to a side boundary:	N/A No works are proposed to the commercial character building.

	(a) has a maximum height of 3m, unless it abuts a higher existing or simultaneously constructed wall; (b) has a maximum length of 15m if it does not abut an existing boundary wall. Note—Where a wall built to the boundary has a height less than 2m measured on the adjacent premises, it can extend the full length of the boundary, less any front or rear boundary setback.	
PO15 Development provides landscaping which: (a) retains existing vegetation, including street trees; (b) is consistent with the established landscape character; (c) provides an attractive and legible interface between the use, the streetscape and an adjoining residential premises; (d) provides appropriate screening to maintain privacy between the use and adjoining residences, enhances the appearance of the development and disguises undesirable features such as outdoor storage areas.	AO15.1 Development ensures the retention of an established tree if removal is not required to locate a new building, car park or driveway.	N/A No trees to be impacted upon.
	AO15.2 Development ensures that the landscape design: (a) emphasises a clear pedestrian entry point for staff, customers and visitors; (b) allows overlooking of the street and pedestrian entry areas.	✓
	AO15.3 Development provides a landscaped buffer of a minimum of 2m wide along site boundaries where a non-residential use adjoins a residential dwelling or other sensitive land use.	N/A
PO16 Development provides vehicular accessways which are designed and located to: (a) minimise on-site and off-site safety conflicts between pedestrians and vehicles; (b) ensure efficient vehicular or pedestrian ingress to or egress from the premises; (c) reduce the visual impact on the streetscape.	AO16.1 Development provides only one vehicle accessway to the site.	✓ One driveway is proposed to the commercial character building.
	AO16.2 Development ensures that the location of the accessway maintains the integrity, quality and primacy of footpaths.	✓
PO17 Development provides adequate lighting of a pedestrian footpath covered by an awning to ensure pedestrian	AO17 Development provides a lighting system for an awning over a footpath:	N/A No changes to current Commercial Character Building.

safety and amenity and not cause light spill nuisance to surrounding residents.	(a) which is in compliance with the technical parameters, design, installation, operation and maintenance requirements of AS4282-1997 Control of the obtrusive effects of outdoor lighting ; (b) has a minimum of 20lux at footpath level.	
PO18 Development minimises direct overlooking to an adjoining residential dwelling by building layout, location and design of windows, balcony or screening device.	AO18 Development ensures that a direct view from a window, balcony, verandah, terrace or deck into a window of a habitable room in an adjoining residential dwelling is screened by: (a) fixed opaque glazing; or (b) a fixed external screen; or (c) fencing if the overlooking is from a window at the ground storey.	✓
PO19 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO19 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, communal areas; (b) defining different uses and ownerships private and public through design and restricting access from a non-residential use into a private residential dwelling; (c) promoting safety and minimising the opportunity for graffiti and vandalism through exterior building design and orientation of a building and use of an active frontage; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets, communal areas are well lit; (e) including way-finding cues;	✓

	(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design refer to the Crime prevention through environmental design planning scheme policy .	
Additional performance outcomes and acceptable outcomes if in the Latrobe and Given Terraces neighbourhood plan area		
N/A – Not applicable for this proposal.		
Additional performance outcomes and acceptable outcomes if in the Bulimba district neighbourhood plan area where in the NPP-002-Oxford Street precinct		
N/A – Not applicable for this proposal.		

The proposed development is generally in accordance with the Bicycle Network Overlay Code and fulfils the purpose of the code.

Road Hierarchy Overlay Code (Table 3)

Performance outcomes		Acceptable outcomes	Compliance
Section A—If for self-assessable or assessable development for a material change of use			
N/A – Proposal is not for an MCU.			
Section B—If for assessable development for a material change of use			
N/A – Proposal is not for an MCU.			
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	AO3 No acceptable outcome is prescribed.	N/A Development allows for future extension, expansion and widening of the existing and future road hierarchy.	
PO3A Development provides for the payment of extra trunk infrastructure costs for the following:	AO3A No acceptable outcome is prescribed.	N/A Development does not require infrastructure upgrade provisions stipulated in PO3A.	

a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: . trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; i. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; ii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan		
N/A – Development is not in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
N/A – Development is not for reconfiguration a lot or involving an extension or change to the road hierarchy.		

The proposed development complies with the Road Hierarchy Overlay Code and fulfils the purpose of the code.

Streetscape Hierarchy Overlay Code (Table 4)

Performance outcomes	Acceptable outcomes	Compliance
Section A—If for self-assessable or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Performance Solution The current verge width to Slade Lane is ~2m. Due to the very steep nature of the street, and the limited/ restrictive car parking along Slade Lane, pedestrian movement is considered highly unlikely. There is no existing street planting the western side of Slade Lane and it is unlikely to occur in the future. Further to this, the previous application assessed against the same planning scheme did not require verge widening.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	N/A There are no existing street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	N/A
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map;	N/A The corner of the lot cannot be truncated as there is an existing commercial character building occupying this part of the site. Due to the large verge to Birdwood Terrace, vehicle visibility is acceptable.

(a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	N/A
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	N/A
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: (a) facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport facilities and public open spaces, including small-scale spaces; (b) ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network.	AO4 Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	N/A Cross block links are not required.
PO5	AO5.1	N/A

Development ensures that cross block links: (a) are designed and are of a width scale that reflects their function and location; (b) have a strong street presence that signifies that they are publicly accessible; (a) create a 24-hour publicly accessible space with equitable access; (b) are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; (c) are effectively signed, accessible and assist in way-finding.	Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Cross block links are not required.
	AO5.2 Development ensures that a cross block link: (a) is dedicated to the Council; (b) creates a 24-hour publicly accessible space with equitable access; (c) is provided at-grade with an adjoining public area and connects safely without any lip or step; (d) incorporates crime prevention through environmental design principles; (e) incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m; (f) provides lighting and shelter; (g) has signage at each end identifying the connection provided; (h) is straight and allows for visual connection to the other end; (i) does not contain and is not adjacent to bin collection and car parking areas; (j) is not used for vehicle access including service vehicle access.	N/A Cross block links are not required.

If in or on a site adjoining the Wildlife movement solution sub-category

N/A – Development is not in or on adjoining the Wildlife movement solution sub-category.

The proposed development complies with the Streetscape Hierarchy Overlay Code and fulfils the purpose of the code.

Traditional Building Character (Design) Overlay Code (Table 5)

Performance outcomes	Acceptable outcomes	Compliance
If in the Low-medium density residential zone or the Character residential zone, where for a dwelling house, dual occupancy, multiple dwelling or rooming accommodation		
PO1 Development retains a dwelling house constructed in 1946 or earlier in its original setting and complements nearby houses in the street built in 1946 or earlier.	AO1.1 Development ensures that any building constructed in 1946 or earlier which is retained is sited at the front of the site at the street frontage.	✓ The position of the building is not proposed to change as part of this application.
	AO1.2 Development for a building which is not on a rear access lot is set back from any road alignment, excluding eaves, awnings, stairs and garage, within 20% of the average front setback of the nearest houses constructed in 1946 or earlier fronting the same street. Note—Additional buildings by way of infill development may be set further back on this site, subject to meeting other code requirements. Where the site contains a building constructed in 1946 or earlier, it should be retained at the front of the site and any new infill placed behind/beside. Sliding a building constructed in 1946 or earlier back with infill at the front of the site is not consistent with desired traditional setting outcomes.	✓ There are no other dwellings facing Slade Lane.
	AO2.1 Development for a garage is set back from any road alignment in a position similar to garages located on sites of dwelling houses constructed in 1946 or earlier located nearby in the street.	N/A Garages are not proposed.
PO2		

Development for a garage does not dominate the street frontage or gardens and complements the traditional setting of dwelling houses constructed in 1946 or earlier nearby in the street.	A02.2 Development for a garage is integrated into any dwelling house such that it does not dominate the composition of the house or dominate the streetscape. Refer to Figure a. Note—Not applicable to a dwelling house on a rear access lot.	N/A Garages are not proposed.
P03 Development has a building form and bulk which complements the predominant traditional scale of a dwelling house constructed in 1946 or earlier nearby in the street.	A03 Development for a new building or an extension to an existing building uses breaks in form to present as small components similar in scale to that of existing dwelling houses constructed in 1946 or earlier nearby in the street. Refer to Figure b.	✓ The new dwellings use breaking of form to present as small components similar in scale to other dwelling houses.
P04 Development has a building form which complements the traditional building form and traditional elements, detailing and materials of a dwelling house constructed in 1946 or earlier nearby in the street.	A04.1 Development includes a solid core with attached or integrated lightweight verandah or balcony structure addressing the street.	Performance Solution The new dwellings will be designed and constructed to compliment the character of housing nearby. The new dwellings are the only dwellings facing Slade Lane and there is no established building character of verandahs.
	A04.2 Development ensures that different floor levels are distinguished in the streetscape through the expression of external elements on the upper and lower levels.	✓ The upper and lower levels of the dwelling are clearly distinguishable.
	A04.3 Development for a building which is located at the front of the site, provides habitable space, verandahs and windows that are orientated towards the street. Refer to Figure c.	✓

	AO4.4 Development for a dwelling house does not provide for the ground storey to project forward of the upper floor verandah or balcony structure.	Performance Solution Due to the slope of the land, the carports are located at the front of the lot, forward of the upper level. These structure are lightweight and will not dominate the streetscape.
PO5 Development provides external elements and detailing which: (e) reflect traditional elements and detailing and materials; (a) reduce building bulk; (b) form a transition with the external landscape.	AO5 Development provides external elements such as lightweight verandahs and stairs, eaves, overhangs, sunhoods, lattice screens, balustrades and batten panels which: (c) reflect those of dwelling houses constructed in 1946 or earlier nearby in the street; (d) are sufficient to cast shadows; (e) provide three-dimensional effects. Refer to Figure d.	✓ Development incorporates external elements to cast shadows and create 3d effects.
PO6 Development uses: (f) materials which reflect the traditional materials used predominantly in dwelling houses constructed in 1946 or earlier nearby in the street; (g) external materials which reflect the architectural themes of buildings constructed in 1946 or earlier, reduce building bulk and form a transition with the external landscape.	AO6.1 Development uses traditional materials consistent with the predominant traditional materials of the dwelling houses constructed in 1946 or earlier fronting the same street.	✓ The dwelling extensions will utilise materials that complement the existing dwelling and the streetscape.
	AO6.2 Development uses roof materials similar to the roof materials on dwelling houses constructed in 1946 or earlier nearby in the street.	✓ Colorbond roofing will complement the existing roof material.
	AO6.3 Development ensures that: (h) for dwelling houses lightweight materials predominate; (i) if masonry is used, it is rendered/painted and used in conjunction with other more lightweight materials, to define the upper/lower levels.	N/A

PO7 Development provides roof forms which complement traditional roof styles of dwelling houses constructed in 1946 or earlier that are located nearby in the street in terms of roof pitch and proportion.	A07.1 Development provides roof forms which are one or more of a combination of pyramids, hips or gables of similar pitch and proportions to those of dwelling houses constructed in 1946 or earlier nearby in the street.	✓
	A07.2 Development includes eaves that are of similar proportions to eaves on dwelling houses constructed in 1946 or earlier nearby in the street.	✓
Additional criteria if in the Character residential zone where for a dwelling house, dual occupancy, multiple dwelling or rooming accommodation		
PO8 Development has a building height and bulk which reinforces the natural topography and complements the predominant 'traditional scale' of dwelling houses constructed in 1946 or earlier nearby in the street.	A08 Development, if in a sloping street where the rhythm of the stepping levels and eaves is characteristic of the streetscape created by dwelling houses constructed in 1946 or earlier, has a building height and roof and eave levels that continue the rhythm and maintain that stepping. Refer to Figure e.	N/A

The proposed development is generally in accordance with the Traditional Building Character (Design) Overlay Code and fulfils the purpose of the code.

Dwelling House (Small Lot) Code (Table 6)

Performance outcomes	Acceptable outcomes	Compliance
PO1 Development ensures that a building other than a dwelling house on a site: (a) is used for a domestic residential purpose, in conjunction with and subordinate to the dwelling house on the same site; (b) is smaller in size and scale than the dwelling house; (c) has the appearance of a building ancillary to the dwelling house;	A01.1 Development comprises not more than 1 dwelling house and 1 secondary dwelling, occupied by 1 household comprising: (a) 1 person maintaining a household; or (b) 2 or more persons related by blood, marriage or adoption; or (c) not more than 5 persons, not necessarily related by blood, marriage or adoption;	✓ The Development comprises of 1 dwelling house and 1 dwelling unit per lot.

(d) is occupied by members of the same household who occupy the dwelling house.	(d) not more than 5 persons under the age of 18 and not necessarily related by blood, marriage or adoption, together with 1 or 2 adult persons who have care or control of them.	
	AO1.2 Development for a secondary dwelling is: (a) a maximum of 80m ² in gross floor area; (b) located within 20m of the dwelling house; (c) occupied by 1 or more members of the same household as the dwelling house.	N/A Secondary dwellings are not proposed.
PO2 Development is of a bulk and scale that: (a) is consistent with and complements the built form and front boundary setbacks prevailing in the street and local area; (b) does not create overbearing development for adjoining dwelling houses and their private open space; (c) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (d) does not result in the loss of significant views or outlook of adjoining residents; (e) provides for natural light, sunlight and breezes.	AO2 Development is contained within: a. the building envelope for the site, created by applying: i. the acceptable outcome for maximum building height; ii. the acceptable outcome for front, rear and side boundary setbacks; iii. acceptable outcomes for built to boundary walls in so far as these determine the building envelope; or b. the approved building envelope for the site to the extent of any inconsistency with (a). Note—Refer to Figure a for examples of the building envelope for a dwelling house on a small lot. 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. Note—This acceptable outcome can be demonstrated by preparing a building envelope plan, elevations and sections.	Performance Outcome Please see below

PO3 Development has a building height that: a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity; 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); d. may be higher than adjoining properties only to the extent required to achieve the minimum habitable floor levels required for flood immunity. 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 Development: a. in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low–medium density residential zone, 2 or 3 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: i. 2 storeys; or 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 b. is located within an approved building envelope for the site to the extent of any inconsistency with (a). 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. 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 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.	Performance Solution The dwelling house and dwelling unit are 2 storeys and less than 9.5m in height. Side wall heights are slightly higher than 7.5m. The development is a substantial distance to the adjacent dwelling to the south, and as such, will not unreasonably impact this neighbour. The new dwellings are consistent with new builds in the area and are both 2 storeys in height. Due to being built on a laneway, there is no established building patterns in the street.
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	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 Development has a building height that: a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity. 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 Development: a. in the Up to 3 storeys 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: i. 3 storeys; or 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 b. is located within an approved building envelope for the site to the extent of any inconsistency with (a). 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. 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 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.	N/A

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

AO5

Development results in a minimum street frontage setback that is:

Performance Outcome

The dwelling unit has a primary street frontage to Birdwood Terrace and secondary street frontage

Development provides a front boundary setback that is consistent with and complements the front boundary setbacks prevailing in the street and local area.	a. on the primary street frontage: i. 6m where all adjoining dwelling houses have a setback of 6m or more; or 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 iii. 3m where there is no adjoining dwelling house; b. on a secondary street frontage: i. 1.5m; or 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; 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 d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c).	to Slade Lane. The minimum proposed setback to Slade Lane is 1.42m but the dwelling unit generally exceeds 1.5m setbacks to the angled alignment. The dwelling house has no adjacent dwellings facing the street. The minimum setback proposed for the dwelling house is 1.9m at it closest point, but generally exceeds 3m. There are no other dwellings facing Slade Lane and as such, there are no prevailing setbacks.
PO6 Development provides side boundary setbacks that: a. does not impact on the amenity and privacy of residents in adjoining dwelling houses; b. provides for natural light, sunlight and breezes.	AO6 Development results in a minimum side boundary setback that is: a. 1m for habitable spaces; or b. 0.5m and a maximum height of 3.5m for non-habitable spaces only for a maximum length of: i. 15m, where located in the Low–medium density residential zone, Medium density residential zone or High density residential zone; or	Performance Outcome Both dwellings have 1m side setbacks for habitable spaces. The dwelling unit will have a built to boundary wall that is less than 9m in length. Due to the slopes of the land, this wall exceeds 3m in height. The adjacent dwelling is built in close proximity to this wall and as such, there are no

	ii. 9m, where in the Low density residential zone or the Character residential zone; or c. 0m where: i. matching the extent of an existing built to boundary wall on the adjoining property; or ii. the adjoining property is 300m² or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone; or iii. on a lot with an average width of 7.5m or less where the adjoining property is 300m² 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 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 less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m; or d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). Note—A06(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. Editor's note—For the purpose of satisfying A06(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.	unreasonable impacts by way of loss of amenity, privacy or access to sunlight and breezes.
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PO7 Development provides a rear boundary setback that: (a) provides for open space and landscaping; (b) does not impact on the amenity and privacy of residents in adjoining dwelling houses; (c) provides for natural light, sunlight and breezes.	AO7 Development results in a minimum rear boundary setback that is: a. 6m, where on a lot with an average depth of more than 25m; or b. on a lot with an average depth of 25m or less: i. 3m, for a part of a building or structure up to 4.5m high; ii. 4.5m, for a part of a building or structure over 4.5m high. c. located within an approved building envelope for the site to the extent of any inconsistency with (a) or (b). Editor's note—in interpreting AO7 refer to the deemed compliance with site cover and setback assessment criteria in section 1.7.6.	Performance Outcome The dwelling unit is on a corner lot and has no rear boundary. The dwelling house has a new rear boundary which is adjacent to the side boundary of the neighbouring dwelling. As such, setbacks to this boundary could generally be 1m. Whilst the post supporting the roof are close to the rear boundary, the walls to the rear boundary are ~4m. The dwelling house has a suitable rear open space area that supports a proposed pool. This space provide desirable outdoor living space. Due to the proximity of this space to the adjacent dwellings, no unreasonable impacts by way of amenity, privacy or loss of sunlight will be created.
PO8 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 Development results in a maximum site cover of: a. 50% where the lot is 400m² or more; or b. 60% where the lot is 300m² or more and less than 400m²; or c. 70% where the lot is 200m² or more and less than 300m²; or d. 80% where the lot is less than 200m².	✓ The site coverage for the dwelling house is 47% (on a lot which is 422m²) and the site coverage for the dwelling unit is 59% (on a lot that is 326m²).
PO9 Development involving any built to boundary wall does not impact on the amenity or privacy of residents or adjoining residents.	AO9.1 Development ensures that a built to boundary wall is: a. for non-habitable rooms or spaces only where the adjoining lot is more than 300m²;	✓ The dwelling unit is proposing a built to boundary wall for non-habitable purposes. The wall is not within 1m of the adjacent dwelling but is located in excess of 1.5m to the front boundary. The wall

	b. not located within 1m of a window of a habitable room in an adjoining dwelling house; c. not located within the front or rear boundary setbacks; d. low maintenance and constructed of pre-finished materials. Refer to Figure c and Figure d. 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.	will be low maintenance and consist of pre-finished materials.
	AO9.2 Development does not include any built to boundary walls in the Character zone precinct of the Character residential zone other than: a. matching the extent of an existing built to boundary wall on adjoining premises; or 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. 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.	✓ The built to boundary wall is to an internal boundary. Permission is assumed.
PO10 Development results in building length and bulk of a domestic scale which minimises overbearing for adjoining dwelling houses and their private open space.	AO10 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.	✓ The building length for both dwellings is less than 25m.

	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 Development ensures that a dwelling house is orientated to the street to facilitate casual surveillance of the street and provide visual interest. Note—This performance outcome is not applicable for a rear lot.	AO11 Development results in the dwelling house having windows to habitable rooms or balconies on the facades facing the street. Note—This acceptable outcome is not applicable for a rear lot.	✓ The development proposes windows to habitable rooms facing the street.
PO12 Development ensures that vehicle access and parking is accommodated on site with: a. vehicle access of an appropriate grade and width to facilitate safe property access; b. a driveway crossover width that does not visually dominate the appearance of the dwelling house when viewed from the street; c. an appropriate number of car parking spaces for the scale of the dwelling house and the normal activities of a household.	AO12.1 Development provides a minimum number of on-site car parking spaces comprising: a. 1 car parking space for the dwelling house; b. 1 car parking space for any secondary dwelling on the same site; c. where a garage is provided, 1 car parking space forward of the garage other than a garage located on a secondary street frontage. 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.	✓ 2 parking spaces are proposed to each dwelling.
	AO12.2 Development provides vehicular crossings that: a. have a maximum crossover width of 4m (excluding apron tapers); b. comply with standard drawing BSD-2022 or BSD-2021 for a rear lot;	Performance Outcome Due to the proximity of the parking to the front boundaries, the driveway widths exceed 4m. Both lots have lot widths that exceed 16m and as such, driveway widths to not dominate the streetscape.

	c. comply with standard drawing BSD-2024 (where 3.75m footpath width) or BSD-2025 (where 4.25m footpath width).	
PO13 Development provides car accommodation that does not visually dominate the appearance of a dwelling house when viewed from a street.	AO13.1 Development of a lot with any street frontage of: a. 7.5m or less has a maximum of 3.5m wide single-width car accommodation only; or b. more than 7.5m has up to double-width car accommodation. 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 Development involving tandem car parking is constructed in accordance with Figure e .	✓ The tandem parking for the commercial character building will be constructed in accordance with Figure e, with depths of 5.5m and widths no greater than 4m.
	AO13.3 Development involving double-width car parking is: a. 6m maximum door width for a garage or total width where a carport or combination of both; or b. may have a door on the front of a carport; 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: i. upper storey, balcony or verandah of a 2 or more storey building; or ii. eave of a single-storey building;	✓ The dwelling house and the dwelling unit have proposed carports with are less then 6m wide.

	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. 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. 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 Development involving car accommodation constrained by a steeply sloping site (a slope of 1 in 4 or greater between the front boundary and building setback): 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; b. may include a crossover for the full width of the car accommodation. Refer to Figure f. Note—This acceptable outcome supersedes the street frontage setback requirements in AO5	✓ The site is steeply sloping and exceeds a 1 in 4 gradient. Double carports are proposed for both dwellings and are located in close proximity to the street. Full width cross-overs are proposed to service these carports.
PO14 Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices.	AO14.1 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:	✓ Windows are proposed to be screened.

	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 b. where a window, have: i. sill heights of 1.5m above the floor level of that storey; or ii. are covered by fixed obscure glazing in any part of the window below 1.5m above floor level of that storey; or iii. have fixed external screens; or iv. where at the ground storey, fencing to a height of 1.5m above ground storey floor level; c. where a deck, balcony, terrace, or roof deck have fixed screening.	
	AO14.2 Development ensures that a roof deck or viewing platform: a. is set back at least 1.5m from the side boundary; 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.	N/A
	AO14.3 Development incorporates screening devices that are: 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);	✓

	b. offset a minimum of 0.3m from the face of the wall around any window. Note—Screening devices may be hinged to facilitate emergency egress only.	
PO15 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. 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 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.	N/A
If for single-storey adaptable housing constructed to include the adaptable housing elements listed in Table 9.3.8.3.B		
PO16 Development ensures that housing is able to be readily adapted to a resident's changing life-cycle needs.	AO16 Development for a dwelling house or secondary dwelling, including associated external areas, is constructed in accordance with Table 9.3.8.3.B.	N/A
PO17 Development minimises the impacts of a dwelling house on adjoining dwelling houses and their associated private open space by: a. maintaining access to sunlight, daylight and privacy;	AO17.1 Development: a. has a maximum wall height of 4.5m above ground level; b. is no more than 1 storey above ground level; c. has a minimum street frontage setback of 3m excluding uncovered stairs and ramps;	N/A

b. ensuring building size and bulk does not create overbearing development for adjoining dwelling houses and their private open space.	d. complies with setbacks specified in AO6 and AO7 .	
	AO17.2 Development of a dwelling house contains a minimum of one single car garage with a minimum width of 4m.	N/A

The proposed development is generally in accordance with the Dwelling House (Small Lot) Code and fulfils the purpose of the code.

Subdivision Code (Table 7)

Performance outcomes	Acceptable outcomes	Compliance
Section A—General criteria for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions. AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	✓ Proposed lots comply with lot dimensions for the Character Residential (CR2) zone specified in Table 9.4.10.3.B Part 2. The proposal meets the minimum lot sizing requirements with both lots exceeding 300m², widths of 7.5m and a minimum rectangle of 6m x 15m. N/A

	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: • physical inspection is undertaken at the framing stage of construction; • written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; • other evidence received and agreed by the Council.	N/A
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks:	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes.	Performance Solution Please see attached earthworks plan prepared by Civilworks Engineers. Earthworks exceed 1m. The proposed retaining walls will minimise earthworks as far as reasonably possible which still achieving the desired outcome.

PO3 i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements.	b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	
	AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	Performance Outcome The site exceeds the gradients specified in A02.2. Please see attached architect plans and earthworks plan that achieve suitable outcomes. The development site was previously approved for the subdivision.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone. AO2.4 Development does not involve the creation of canals or artificial waterways. AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:	Performance Outcome The site exceeds the gradients specified in A02.3. Please see attached architect plans and earthworks plan that achieve suitable outcomes. The development site was previously approved for the subdivision. ✓ ✓ Driveway crossovers, utility connections, kerb and channel will be replaced for the development.

Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where 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	✓ Development provides access to all lots in accordance with the standards in the Transport, access, parking and servicing planning scheme policy. ✓ All lots have access to local roads within outcomes set out in AO3.3.
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	ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	✓ All lots have safe sight distances. Please refer to the previous approval over the site that includes a traffic assessment of site lines.
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	✓ All lots will have acceptable grades that enable safe access for vehicles. Please refer to attached plan and response from Rytenkild Traffic Engineering.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.	N/A

	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	✓ Please see attached earthworks plan and civil concept plan prepared by Civil Works Engineers. Stormwater infrastructure will be provided to ensure free drainage occurs to the street.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: - in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or - a 6m long by 3 equal chord truncation if a minor road.	Performance Solution The corner of the site cannot be truncated because the existing commercial character building occupies this part of the site. Further to this, the deep verge width to Birdwood Terrace ensures safe visible lines when entering the intersection.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: - identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; - avoiding the hazard; or - mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: - contaminated land; - transport noise corridors on State-controlled roads and the rail network.	✓ No potential hazards will be introduced with the development.

	The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:		
a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
P06 Development ensures that any rearrangement of a lot boundary: a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: . character intended for the locality; i. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	A06 No acceptable outcome is prescribed.	N/A
P07 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	A07 No acceptable outcome is prescribed.	N/A

PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	A08.1 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	N/A
	A08.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	N/A
	A08.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	N/A
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:		
a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		
N/A		
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following:		
a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building.		
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.		
N/A		
section C2—Detailed performance outcomes and acceptable outcomes for a small lot:		
a. not complying with the dimensions in Table 9.4.10.3.B; or		

b. with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	AO27.1 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	N/A
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	N/A
	AO27.3	N/A

	Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	N/A
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
N/A		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone		
Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant code.		
N/A		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
N/A		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
N/A		
If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i>		
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.		
N/A		

The proposed development is generally in accordance with the Subdivision Code and fulfils the purpose of the code.

Landscape Work Code (Table 8)

Performance outcomes	Acceptable outcomes	Compliance
PO1 Development ensures that trees are protected from development impacts.	AO1.1 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.	N/A
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	N/A
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	AO2.1 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: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence	N/A

	if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	
	A02.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	N/A
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	A03 Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	N/A
PO4 Development has artificial growing environments which: (a) maximise opportunities for high-quality landscape planting; (b) incorporate water conservation measures.	A04.1 Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	N/A
	A04.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	N/A
	A04.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	N/A
PO5	A05.1	N/A

Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	A05.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	✓
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	A06 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	N/A
PO7 Development provides a plant selection which addresses the functional issues of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) character; (e) amenity; (f) ecology;	A07 Development provides species in accordance with the Planting species planning scheme policy.	N/A

(g) water availability and stormwater treatment.		
PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8 Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	N/A
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	N/A
	AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	N/A
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	N/A
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	AO11 Development of a retaining wall: (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; (b) incorporates planting areas.	N/A
PO12 Development provides for:	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	✓

(a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (b) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	✓
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	✓
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	✓
	AO13.2 Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area.	N/A
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	N/A
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	N/A
	AO13.5 Development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	N/A

PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	N/A
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The proposed development complies with the Landscape Works Code and fulfils the purpose of the code.

Outdoor Lighting Code (Table 9)

Performance outcomes	Acceptable outcomes	Compliance
PO1 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 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. 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.	✓ Development ensures that all outdoor lighting is in compliance with the requirements of 4282-1997 Control of the obtrusive effects of outdoor lighting.
	AO1.2 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 luminaire.	N/A Floodlighting is not proposed.

The proposed development complies with the Outdoor Lighting Code and fulfils the purpose of the code.

Transport, Access Parking and Servicing Code (Table 10)

Performance outcomes	Acceptable outcomes	Performance Solutions
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	✓ Development will comply with TAPS.
PO2	AO2 No acceptable outcome is prescribed.	N/A Development is not considered a major size.

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 State Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	A03.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	✓ Proposed lots will benefit from new driveways and crossovers according to the PSP. Please see attached plan and report by Rytenkild Traffic Engineering.
	A03.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	N/A
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.	A04.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	✓
	A04.2 Development provides walking and cycle routes that are constructed in compliance with the	✓

Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
	A04.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	✓
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	A05.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
	A05.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	N/A
	A05.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	N/A
	A05.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	N/A
	A05.5 Development provides bicycle parking which is constructed in compliance with the standards in	N/A

	the Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	A06 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	A07 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.	✓
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	A08 No acceptable outcome is prescribed.	
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;	A09.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	✓
	A09.2	✓

(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.	Site access will be proposed to Slade Lane which is a minor road.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	✓ Please refer to the previous approval which includes a traffic assessment. The proposed driveway at the rear of the commercial character building is located in the same position as the previous assessment and are considered suitable.
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	✓ Access points are located, designed and controlled in compliance with TAPS.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	N/A
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;	AO10 No acceptable outcome is prescribed.	N/A

(b) the reinstatement of adjacent footpaths.		
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	✓ Please refer to the previous approval which includes a traffic assessment. The proposed driveway at the rear of the commercial character building is located in the same position as the previous assessment and are considered suitable.
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	N/A Development is not within the city frame or core.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand	AO13 Development outside of the City core and City frame as identified in Figure a:	✓ The site will have on site parking solutions in future dwelling uses

without any overflow of car parking to an adjacent premises or adjacent street.	(a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development 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 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	✓
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	✓ The commercial character building currently has no parking. 2 new tandem parking spaces are proposed to the rear of the building.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site;	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	✓

(c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.		
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues;	✓ The proposed development creates a safe environment by incorporating key elements of crime prevention through environmental design.

	(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvas through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.	✓
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	N/A
PO19 Development layout provides for services which: (a) are wholly within the site; (b) are clearly defined, safe and easily accessible;	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design	N/A

(c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing PSP.	N/A On site services are not proposed.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	N/A On site services are not proposed.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	N/A On site services are not proposed.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
N/A – Development is not serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		

The proposed development complies with the Transport, Access, Parking & Servicing code and fulfils the purpose of the code.