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Town Planning Report

273 Cavendish Road, Coorparoo (Lots 19 and 20 on RP13042)

Development Permit for Reconfiguration of a Lot - Boundary Realignment (2 into 2) and Access Easement

HPI 3 Pty Ltd

urban strategies

Client:	**HPI 3 Pty Ltd**
Project:	**273 Cavendish Road, Coorparoo (Lots 19 and 20 on RP13042)**
Project No:	**26-8722**
Date:	**July 2026**
Project Contact:	**Blair McPherson / Geoff Gibbons**

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1.0 Executive Summary

1.1 Project Overview

This Town Planning Submission has been prepared on behalf of the applicant HPI 3 PTY LTD regarding a Development Application which seeks a Development Permit for the Reconfiguration of a Lot for the purpose of boundary realignment (2 into 2) and access easement on the subject land.

The subject site is the land found at 273 Cavendish Road, Coorparoo. The site is a two-lot holding formally identified as Lots 19 and 20 on RP13042. The site is rectangular in shape with a width of 20.2m and depth of 41.53m resulting a total site area of 840m2, a standard lot. Council contours indicate the land sits at approximately 32.5m AHD at the road boundary and falls to 31m AHD at the rear boundary.

This proposal is for a realignment of the common boundary shared by the two subject lots to create two lots for residential purposes. Proposed lot 1 is to be a rear lot with an area of 450sqm and proposed lot 2, which will contain the established dwellings, is to be provided an area of 395sqm. With Cavendish Road being a Suburban Road, both lots will make use of the proposed single crossover, with an access easement to be provided over the handle of lot 1 benefitting lot 2.

City Plan 2014, the Categorising Instrument, categorises this Development Application as Assessable Development. Further City Plan 2014 identifies the application to be subject to Impact Assessment in accordance with Section 45 (5) of the Planning Act 2016.

The site is contained within the Character Residential CR2 zone. Comment with respect to the manner in which the proposal responds to this zone can be found within Section 6.4.5 of this report.

The following Development Code and Coorparoo and Districts Neighbourhood Plan Code are triggered and are assessed in Appendix B of this report:

- Subdivision Code.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix B of this report and in the accompanying consultant documentation.

The following Overlays are identified to be relevant to the site:

- Airport Environs Overlay
- Bicycle Network Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Dwelling House Character Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay
- Traditional Building Character Overlay.

The proposal is consistent with the relevant Assessment Benchmarks and furthers the purpose of the Planning Act 2016. Further the proposal is consistent with and does not compromise the Strategic Framework of City Plan 2014. Relevant components of the Strategic Framework have been addressed within Section 6.4.2 of this report.

1.2 Supporting Documentation

This application is supported by the accompanying plans and documents as described in Table 1 below.

Description	Author
Town Planning Report	Urban Strategies
Plan of Subdivision	Mike Hope Design

Table 1 – Application Plans and Documents

Note: A summary of the findings of the accompanying consultant reports can be found within Section 5.3 of this report.

1.3 Conclusion

The proposal is considered to be in accordance with the intent of the relevant Codes, the Strategic Framework and the Coorparoo and Districts Neighbourhood Plan Code. Consequently this development application meets the relevant Assessment Benchmarks and Planning Regulations and should be approved subject to reasonable and relevant conditions.

2.0 Summary

Address of Site: 273 Cavendish Road, Coorparoo (Lots 19 and 20 on RP13042)

Name of Ward: Coorparoo

Real Property Description: Lots 19 & 20 on RP13402

Area of Site: 840sqm

Regional Plan Land Use Category: Urban Footprint

Zone: Character Residential CR2 zone

Neighbourhood: Coorparoo and Districts Neighbourhood Plan

Name of Owner: HPI 3 Pty Ltd

Type of Application:

Aspects of Development	Type of Approval Requested	
	PA	DP
MCU		
RoL		X
BW		
OW		

Variation Request:

Prelodgement / Consultation:

No prelodgement advice has been sought in relation to the proposal at hand, on the basis the proposal is generally consistent with the expectations of the relevant parts of the Brisbane City Plan 2014.

Brief Description / Purpose of Proposal: Development Permit for Reconfiguration of a Lot - Boundary Realignment (2 into 2) and Access Easement

Staged Development: No

Referral Agencies: Not Applicable

Category of Assessment: Impact

Public Notification: Yes **If Yes:** 15 business days

Superseded Planning Scheme Application: No

RiskSmart: No

Assessment Manager / Council Officer Previously Involved: Joseph Muir

Applicant Contact Person: Blair McPherson / Geoff Gibbons

3.0 Pre-Application / Consultation and History

3.1 Pre- Application

No prelodgement advice has been sought in relation to the proposal at hand, on the basis the proposal is generally consistent with the expectations of the relevant parts of the Brisbane City Plan 2014.

3.2 Development History

The land is subject to two Development Approvals, these being:

- **A007020013 –** Development Permit for Building Works involving Additions and Alterations to a Pre-1947 Dwelling House in the Traditional Building Character Overlay approved by Council on 21 July 2026.

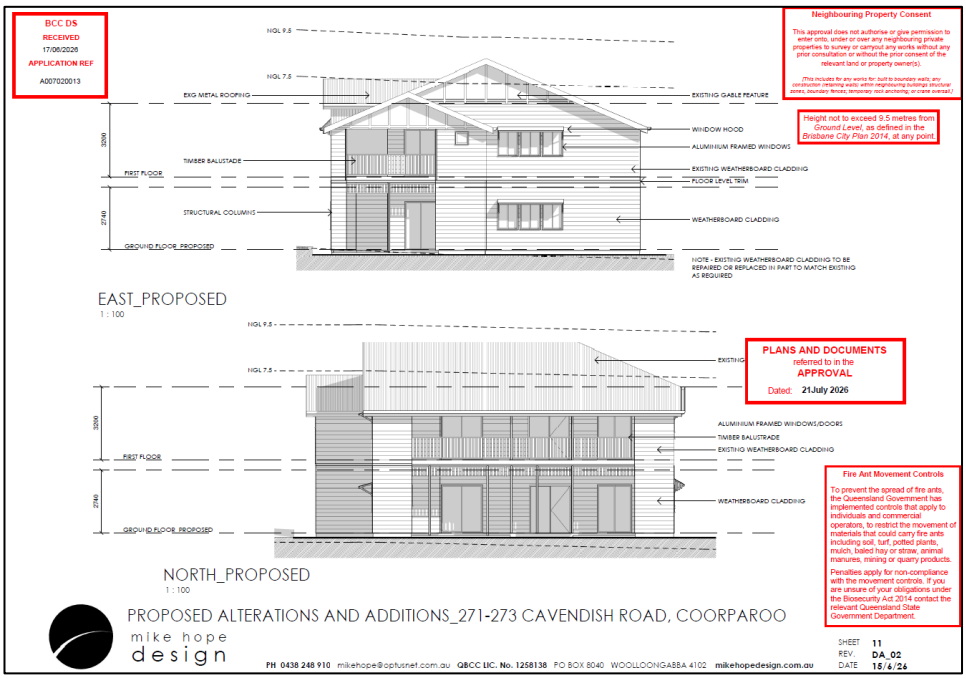


Figure 1: Approved Elevation Plans - Mike Hope Design (18 June 2026)

- **A007054161 –** Referral Agency Response with Local Government as Referral Agency for Design and Siting (QDC) for reduced side boundary setback relevant to relocation of the dwelling proposed as part of the above Development Application, approved 5 August 2026.

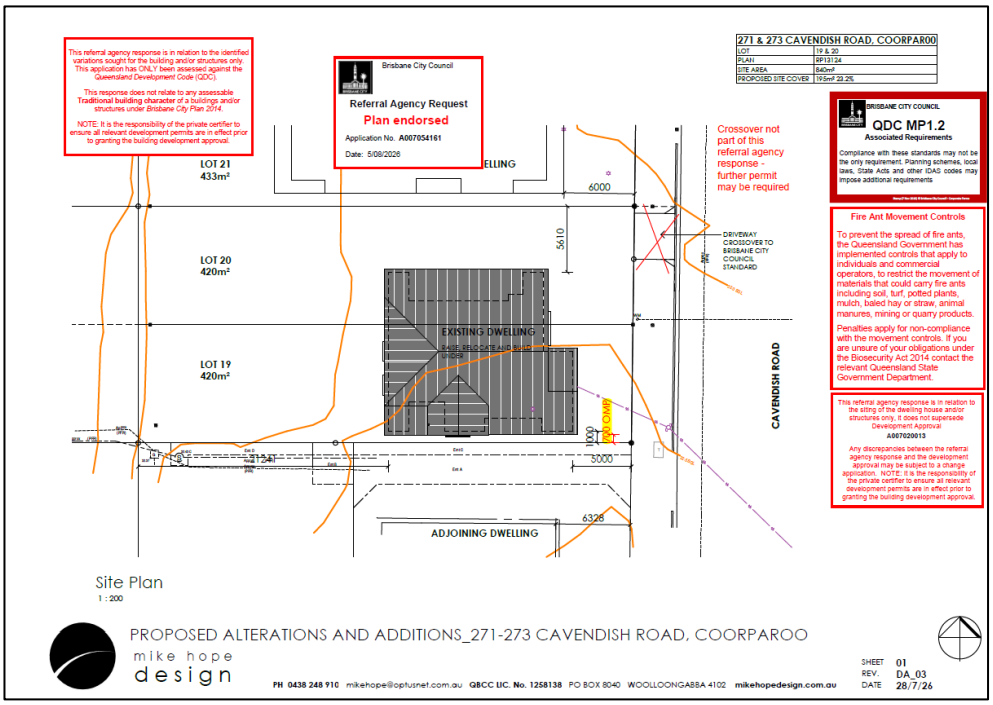


Figure 2: Approved Siting Variation Plan - Mike Hope Design (18 July 2026)

4.0 Site Information and Analysis

4.1 Physical Description

The subject site is the land found at 271 Cavendish Road, Coorparoo, a two-lot holding formally identified as Lots 19 and 20 on RP13042. The site is rectangular in shape with a width of 20.2m and depth of 41.53m resulting a total site area of 840m2, a standard lot. Council contours indicate the land sits at approximately 32.5m AHD at the road boundary and falls to 31m AHD at the rear boundary.

The land, as outlined in the imagery below is identified as containing a pre-1947 dwelling house and swimming pool. The pool is to be removed from the site. The dwelling is identified as double gable with sleepout understood to be constructed in the mid-1920s to 1930s.

The site does not contain any vegetation which is of significance.



Figure 2: Subject Development Site – Nearmap (22 June 2026)

4.2 Existing and Previous Uses

As identified in Figure 2 above, the subject site is identified as containing a two storey pre-1947 dwelling house and ancillary domestic outbuildings. This premise, based on available historical aerial imagery has been used for residential purposes since at least 1936, see Figure 3 below.



Figure 3: Brisbane 1936 Program Imagery – Qimagery (20 April 1936)

4.3 Exemption Certificates

No Exemption Certificates have been sought in relation to matters which have been raised as part of this development application.

4.4 Easements and Encumbrances

The subject land is not identified as being burdened or benefited by any easements or covenants.

4.5 Site Circumstances

A review of the Brisbane City Plan 2014 shows the land being allocated wholly within the CR2 Character (Infill housing) zone and is located within the boundaries of the Coorparoo and Districts Neighbourhood Plan area. Land directly adjoining the site is of similar zoning but is noted as containing varying uses including single dwelling houses and multiple dwelling developments. Land on the opposing side of Cavendish Road sits within the LMR2 Low-Medium Density Residential Zone with the land containing multiple dwelling developments.



Figure 4: Zoning Context Map – Brisbane City Council (05 December 2025)

The site is also mapped within several of the overlays within the Brisbane City Plan 2014, those relevant to the site have been listed below. Noting this, a majority of the listed overlays are of no relevance to the proposal with only the Traditional Building Character Overlay introducing new assessment benchmarks.

The below overlays are relevant to the site:

- Airport environs overlay

- *OLS - Horizontal limitation surface boundary*
- *Procedures for air navigation surfaces (PANS)*
- *BBS zone - Distance from airport 8-13km*

- Bicycle network overlay
- Community purposes network overlay
- Critical infrastructure and movement network overlay
  - *Critical infrastructure and movement planning area sub-category*
- Dwelling house character overlay
- Road hierarchy overlay
- Streetscape hierarchy overlay
- Traditional building character overlay
  - *Neighbourhood character sub-category*



Figure 5: Traditional Building Character Overlay Context Map – Brisbane City Council (05 December 2025)

5.0 Proposal Details

5.1 General Description

This Development Application seeks a Development Permit for the Reconfiguration of a Lot for Boundary Realignment (2 into 2) and Access Easement. This proposal aims to create lots which do not meet the prescribed lot sizes included in Table 5.6.1 for land which falls within the Character (Infill) zone, and as such requires an Impact Assessable Development Application. The proposal will result in two residential lots both of which are consistent with the requirements of the subdivision code, with shared access via a 4.5m wide access handle.

5.2 Proposal Detail & Town Planning Justification for Proposal / Design

5.2.1 Proposed Uses

This is defined as Reconfiguration of a Lot, which the Planning Act 2016 defines within Schedule 24 as below:

Reconfiguring a lot means—

(a) creating lots by subdividing another lot; or
(b) amalgamating 2 or more lots; or
(c) **rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or**
(d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—
    (i) a lease for a term, including renewal options, not exceeding 10 years; or
    (ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or
(e) **creating an easement giving access to a lot from a constructed road**.

5.2.2 Lot Suitability

The Brisbane City Plan 2014 regulates lot size through Table 9.4.10.3.B of the Subdivision Code, with this proposal specifically controlled by Part 2 which sets the parameters for small lots. The land is allocated within the Character (Infill housing) zone and precinct where the prescribed minimum lot size is 300sqm, with development rectangle dimension of 6m x 15m and a frontage of 7.5m.

Rear lots are regulated by Table 9.4.10.3.B Part 3 of the Subdivision Code, where it is identified that this is an intent new lots in the Character (Infill Housing) zone achieve a minimum lot size of 450sqm, with a development rectangle dimension of 9m x 15m and average lot width of 10m.

As demonstrated in the extracted proposal plan in Figure 6, the proposed boundary realignment results in a single small lot and one battle-axe lot. Both proposed lots remain consistent with the expectations of Acceptable Outcome AO1 and the relevant requirements of Table 9.4.10.3.B, as demonstrated below:

- Proposed Lot 1 (Small Lot)
    - Lot Size – 394m^2
    - Rectangular Dimension – 25.165m (L) and 15.62m (W)
    - Lot width – 15.62m (W)
- Proposed Lot 2 (Rear Lot)
    - Lot Size – 451m^2
    - Rectangular Dimension – 16.745m (L) and 20.12m (W)
    - Lot width – 20.12m

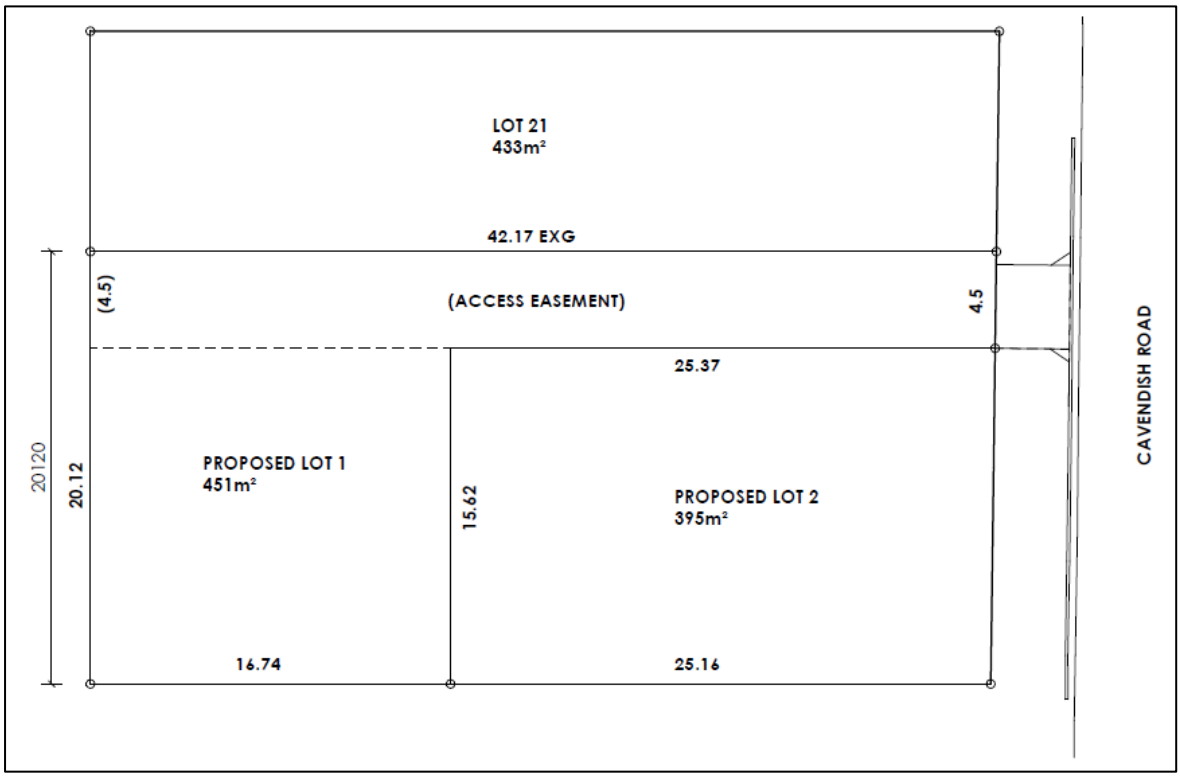


Figure 6: Proposed Reconfiguration of a Lot Plan – Mike Hope Design (17 August 2026)

5.2.3 Access

The Road Hierarchy Overlay within the Brisbane City Plan 2014 allocates Cavendish Road as a Suburban Road (Major Road). To minimise the number of crossovers directly accessing Cavendish Road both proposed lot 1 and 2 are to share a single crossover located in the northern extent of the lot frontage with the driveway to be contained with a 4.5m wide access easement. This access arrangement remains consistent with the expectations of Acceptable Outcome AO3 of the Subdivision Code and the requirements of the Transport, Access, Parking and Servicing PSP.

5.2.4 Services and Utilities

The Brisbane City Councils Community Maps (Utilities) service shows the land as having both reticulated water and sewer within direct proximity. As detailed below, a 150mm water main is located within the eastern verge of Cavendish Road, new connections to be provided as required. An extension to the sewer line adjoining the south-western corner of the site is likely required, with two new connections to be established.



Figure 7: Existing Utilities Connections – BCC Community Maps – Brisbane City Council (2 October 2026)

5.3 Summary & List of Supporting Specialist Reports

No specialist reporting accompanies this development application.

5.4 Staging

No staging is proposed as part of the proposal.

5.5 Infrastructure Charges

Due to the nature of the proposal infrastructure charges are not applicable to this project.

Trunk Infrastructure / Offsets

The proposed development does not involve the construction or dedication of trunk works and is consequently not subject to an Infrastructure Charge Offset.

5.6 Approval Requirements

In accordance with Section 85 of the Planning Act 2016, a Currency Period of 4 years is requested for the Reconfiguring of a Lot applied for.

6.0 Legislative Framework

6.1 Purpose of the Planning Act 2016

The Planning Act 2016 identifies a Purpose of achieving Ecological Sustainability. In accordance with Section 5 of the Planning Act 2016, an entity that performs a function under the Act must perform the function in a way that advances the purpose of the Act. Further Section 4 of the Act outlines the system to facilitate the achievement of ecological sustainability to include:

- State Planning Policies;
- Regional Plans;
- Planning Schemes;
- Temporary Local Planning Instruments;
- Planning Scheme Policies; and
- The Development Assessment System.

The manner in which the proposal responds to each of these items, and consequently furthers the Purpose of the Act, can be seen within the following sections of this report.

6.2 Development Assessment System

The Development Application is categorised as Impact Assessment and as such will be assessed in accordance with Section 45 (5) of the Planning Act 2016.

Parts 1, 3, 4 and 5 of the Development Assessment Rules are consequently applicable to this development application. Of note, the Applicant does not choose to opt out of receiving an Information Request and consequently the decision as to whether to issue an Information Request is left at the discretion of the Council.

6.3 State Planning Instruments

6.3.1 State Planning Policies

The State Planning Policy is a State Planning Instrument outlining matters of State Interest. In accordance with the Planning Act 2016, a Local Government in assessing a development application must give consideration to any relevant components of the State Planning Policy if the Planning Scheme has not yet appropriately integrated the relevant State Interest Policies. Part E of the State Planning Policy outlines 5 themes and 17 State Interest Policies and associated Assessment Benchmarks to which development is to be assessed. As outlined within Part 2.1 of the Brisbane City Plan 2014 all aspects of the SPP relevant to the site have been appropriately integrated into the Planning Scheme. No further assessment required.

6.3.2 Regional Plan

The subject site is contained in the Urban Footprint within the *South East Queensland Regional Plan*. The intent of the Urban Footprint is to accommodate a range of urban uses in the forms of housing, industry, businesses, infrastructure, community facilities and urban open space. The proposal is for Development Permit for Reconfiguration of a Lot - Boundary Realignment (2 into 2) and Access Easement, thus the application is consistent with the intentions of the Urban Footprint.

6.4 Local Planning Instruments

6.4.1 City Plan 2014

The site is contained within the Brisbane City Council Local Government Area and is assessable under the Local Government's Planning Scheme, City Plan 2014.

6.4.2 Strategic Framework

Part 3, Strategic Framework, of City Plan 2014 sets the policy directions for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme. Part 3, Strategic Framework, of City Plan 2014 sets the policy directions for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme.

The Strategic Framework identifies a Strategic Intent and specifies 5 Themes which reflect the policy intent. Different parts of the Strategic Intent and different Elements of the Themes are identified within the Planning Scheme to be applicable to different types of development applications. Triggers with respect to the applicable Elements of themes are linked to the Zone in which the site is located and the applicable Overlays. For this proposal the following Elements are triggered:

- Brisbane's housing and accommodation choices
- Brisbane's healthy and safe communities
- Brisbane's transport infrastructure networks
- Brisbane's other infrastructure networks
- Brisbane's coordinated infrastructure planning and delivery
- Brisbane's Suburban Living Areas

A detailed assessment against the above Elements can be found within Appendix A of this report. The proposal is consistent with and does not compromise the Strategic Framework or the relevant Elements of the Themes.

6.4.3 Category of Assessment

The proposed development is categorised as Impact Assessment in accordance with Part 5 of the City Plan 2014.

City Plan 2014 is structured such that an Overlay can alter the Category of Assessment to which a Development Application is subject to. Applicable Overlays and the associated Category of Assessment is as follows:

Overlay	Level of Assessment in accordance with Part 5.10	Assessment Benchmarks
Airport Environs Overlay	Accepted development	Not applicable
Bicycle Network Overlay	Assessable development—Code assessment	Bicycle network overlay code
Community Purposes Network Overlay	Assessable development—Code assessment	Community purposes network overlay code
Critical Infrastructure and Movement Network Overlay	Accepted development	Not applicable
Dwelling House Character Overlay	Accepted development	Not applicable
Road Hierarchy Overlay	Assessable development—Code assessment	Road hierarchy overlay code—purpose, overall outcomes and outcomes in sections C and D
Streetscape Hierarchy Overlay	Assessable development—Code assessment	Streetscape hierarchy overlay code—purpose, overall outcomes and outcomes in sections A and B
Traditional Building Character Overlay	Accepted development	Not applicable

The highest category of assessment afforded to the proposal is Impact Assessment and as such the proposal will be assessed in accordance with the Impact Assessment procedures of Section 45 (5) of the Planning Act 2016.

In accordance with Section 45 (5) of the Act this Impact Assessable development application must be assessed against the assessment benchmarks and having regard to any matters prescribed by regulation or having regard to any other relevant matters such as planning need or the current relevance of the assessment benchmarks in light of changed circumstances.

6.5 General Assessment Provisions

The proposal has been assessed against Version 36/2026 of the Brisbane City Plan 2014 (effective 12 June 2026.)

Zones

The Character Residential CR2 zone is intended to provide for low density suburban and inner-city living through development of 1 or 2 storey dwelling houses, dual occupancy uses and low-rise multiple dwellings. New housing is subject to a number of design criteria and is intended to complement the character of pre 1946 housing.

The proposal is considered to further the intent for this zone and is in accordance with the overall outcomes of the Character Residential CR2 zone. A response to the particular elements of the Character Residential CR2 zone is set out below:

The proposal is in accordance with the overall outcomes of the Character Residential zone.

Character residential zone code	
Overall Outcome	**Proposal**
Zone role overall outcomes	
(a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices; (ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.	**Complies** The proposal provides for two residential lots which are consistent with the expectations of the planning scheme. The proposal is consistent with specific outcomes of Theme 2: Element 2.1 in that it retains a character dwelling at the front of the site and achieves element 2.2. by contributing to increased housing supply within a well serviced locality. The proposed lot is suitable for residential development, appropriately sized in accordance with the subdivision code and as such is consistent with Theme 5: Element 5.5.
Development location and uses overall outcomes	
(a) Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development.	**Complies** The existing dwelling on the site remains as two storeys.
(b) Development in the Character zone precinct provides for low density suburban and inner-city living through: (i) 1 or 2 storey dwelling houses to predominate over other types of development; (ii) a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.	**Complies** The existing dwelling is two stories.
(c) Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which: (i) comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code; (ii) are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots; (iii) provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.	**Not Applicable** The proposal does not seek to establish any new residential development as part of the submission.
(d) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably	**Complies** The proposal is for a boundary realignment which does not impact on the amenity of adjoining landowners.

Character residential zone code	
Overall Outcome	**Proposal**
expected within a predominantly low density permanent residential environment.	
(e) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	**Not Applicable** The site is not one identified as requiring an active frontage.
(f) Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	**Not Applicable** The site does not contain a commercial character building.
(g) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: (i) have a gross floor area of less than 250m^2; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	**Not Applicable** The proposal is for a boundary realignment not a non-residential land use.
(h) Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	**Not Applicable** The proposal is for a boundary realignment not a non-residential land use.
(i) Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	**Not Applicable** The proposal is for a boundary realignment not a non-residential land use.
(j) Development for any other non-residential use serve a local community facility need only, such as a child care centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.	**Not Applicable** The proposal is for a boundary realignment not a non-residential land use.
(k) Development for rooming accommodation accommodates 5 persons or less.	**Not Applicable** The proposal is for a boundary realignment not a non-residential land use.
Development form overall outcomes	
(a) Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.	**Complies** The proposed boundary realignment results in lots which are consistent with the requirements of the subdivision code for land in the Character (Infill) Zone. As such, the proposed lots are determined to be appropriate and reinforcing subtropical character.
(b) Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.	**Not Applicable** This proposal is for a Boundary Realignment.

Character residential zone code	
Overall Outcome	**Proposal**
(c) Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.	**Complies** This proposal will retain the existing pre-1947 dwelling on the site on the proposed front lot presenting to the streetscape.
(d) Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.	**Not Applicable** This proposal does not seek to establish any new residential development.
(e) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.	**Not Applicable** The existing dwelling has been repositioned in accordance with the prior approvals granted over the land. Any new development will be subject to Council assessment.
(f) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: (i) maximises the retention of backyard spaces as private landscaped space; (ii) avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.	**Not Applicable**
(g) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	**Not Applicable** This site is not subject to any environmental constraints.

The proposal is in accordance with the overall outcomes of the Infill housing zone precinct.

Character residential zone code – Infill housing zone precinct	
Overall Outcome	**Proposal**
Infill housing zone precinct overall outcomes	
(a) Development retains a dwelling house built in 1946 or before.	**Complies** The existing pre-1947 dwelling is to be retained in the proposed front lot maintaining its nexus with the street.
(b) Development provides that a new dwelling house, dual occupancy or multiple dwelling: (i) is no more than 2 storeys in height; (ii) is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot; (iii) is compatible in scale and design with existing dwellings built in 1946 or before; (iv) reinforces the traditional building character of the Infill housing zone precinct.	**Not Applicable**

Character residential zone code – Infill housing zone precinct	
Overall Outcome	**Proposal**
(c) Development achieves a maximum dwelling yield of one dwelling per 300m^2 of site area.	**Complies** The proposed boundary realignment results in lots which maintain a site area greater than 300sqm.
(d) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: (i) is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct; (ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.	**Not Applicable** This proposal does not seek to establish new land use.
(e) Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: (i) consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses; (ii) suited to smaller lot sizes.	**Not Applicable** This proposal does not seek to establish new land use.
(f) Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.	**Not Applicable** This proposal does not seek to establish new land use.
(g) Development supports a subtropical character by ensuring that: (i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; (ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	**Complies** While no new structures are proposed, the proposed lot arrangement allows future development to maintain subtropical character.
(h) Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.	**Complies** Proposed Lot 1 will be provided with a 4.5m rear boundary setback from the dwelling which is sufficient for a lot of the size and depth.
(i) Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.	**Complies** The existing dwelling is to be orientated to the street.
(j) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	**Not Applicable**

Character residential zone code – Infill housing zone precinct	
Overall Outcome	**Proposal**
(k) Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be: (i) suitably located and orientated on the site; (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	**Not Applicable**

Neighbourhood Plans

The site is contained within the Coorparoo and Districts Neighbourhood Plan Code area. An assessment against the relevant provisions of this Neighbourhood Plan can be found within Appendix B of this report.

Development Codes

The following Development Code is triggered and are assessed in Appendix B of this report:

- Subdivision Code.

In accordance with Part 5, Table 5.3.5.1 of City Plan 2014, the above Development Codes trigger the following Prescribed Secondary Codes:

- Filling and Excavation Code
- Infrastructure Design Code
- Landscape Work Code
- Outdoor Lighting Code
- Park Planning and Design Code
- Stormwater Code
- Transport, Access Parking and Servicing Code
- Wastewater Code.

Where applicable, these Prescribed Secondary Codes have been addressed within Appendix B of this report and in the accompanying consultant documentation.

Overlay Codes

The following Overlays have been identified as applicable to the site and are addressed in Appendix B where identified as applicable to the proposed development in Assessment criteria Column of Section 5.10 of City Plan 2014.

- Airport Environs Overlay
- Bicycle Network Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay
- Dwelling House Character Overlay
- Road Hierarchy Overlay
- Streetscape Hierarchy Overlay

- Traditional Building Character Overlay.

Planning Scheme Policies

Further the following Planning Scheme Policies have been considered and seen to be suitably complied with through the preparation of this development application:

- Infrastructure Design Planning Scheme Policy
- Landscape Design Guidelines for Water Conservation Planning Scheme Policy
- Transport, Access, Parking and Servicing Planning Scheme Policy.

6.6 Local Laws

The development site is not mapped as containing any vegetation which is mapped under the identified categories of the Brisbane City Councils Natural Assets Local Law 2003. No other aspects of the proposal are further regulated by any of the Councils Local Laws.

6.7 Referral Agencies

A review of the State Government's Development Assessment Mapping System (DAMS) and Planning Regulations 2017 does not indicate that the site or nature of development is subject to referral.

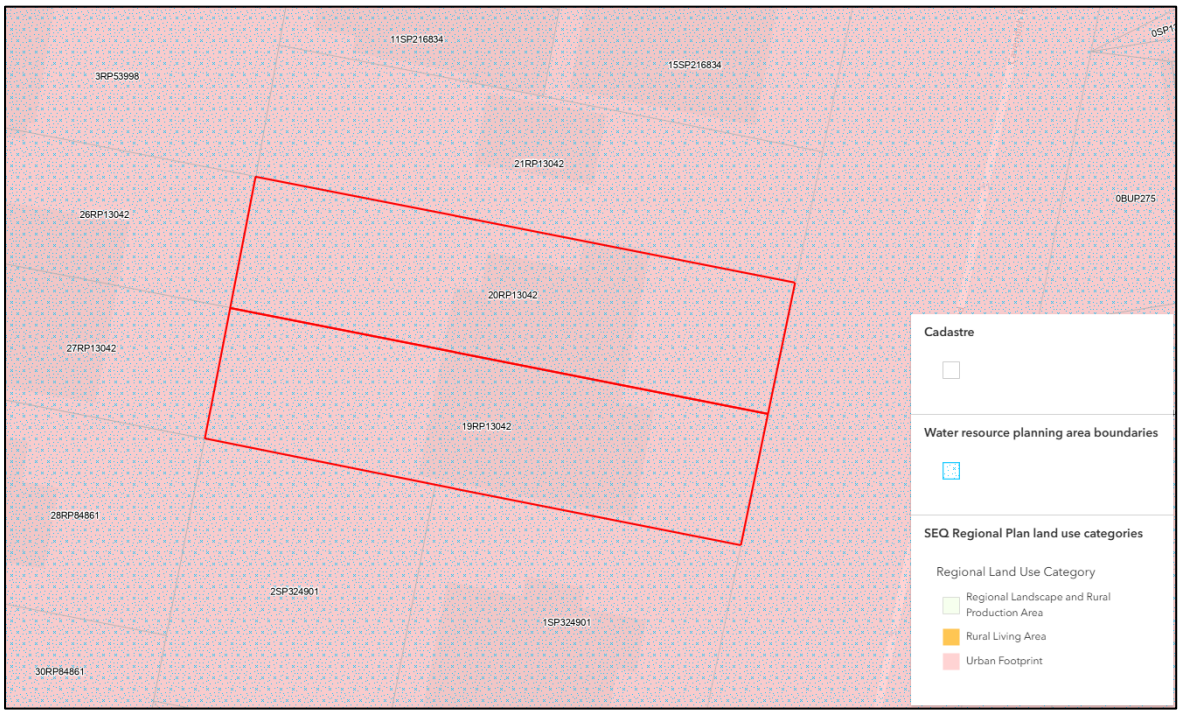


Figure 8: Development Assessment Mapping (DAMS) for 271 Cavendish Road, Coorparoo - Department of State Development, Infrastructure and Planning (2 October 2026)

7.0 Conclusions and Recommendations

This Town Planning Submission has been prepared on behalf of the applicant HPI 3 PTY LTD regarding a Development Application which seeks a Development Permit for the Reconfiguration of a Lot for Boundary realignment (2 into 2) and Access Easement.

It is requested that this proposal be put forward for approval on the following basis:

- The proposed lot sizes and dimensions are consistent with the expectations of the Character (Infill Housing) Zone and the requirements of the Subdivision Code.
- The provided access easement is capable of appropriately servicing the two subject lots and provides for a single point of access to Cavendish Road (Suburban Road – Major).
- All proposed lots are capable of being appropriately serviced by reticulated water and sewer by providing connection to the established network.
- Each of the proposed lots is capable of managing stormwater in accordance with the expectations of the Infrastructure Design Planning scheme Policy.

The proposal is consequently considered an appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant Assessment Benchmarks, it is therefore recommended to the Council to be approved subject to reasonable and relevant conditions.

Urban Strategies Pty Ltd
October 2026

APPENDIX A – Detailed Assessment of Strategic Framework

Theme 2: Brisbane's outstanding lifestyle

Element 2.1 - Brisbane's identity

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
Sense of place		
Not Applicable – The proposal is for a small scale boundary realignment in the Suburban Living Area.		
Subtropical urban design		
SO7 Brisbane's subtropical design of development and spaces creates a point of difference and distinguishes the city from other capital cities.	**L7** The siting, orientation and design of development and public spaces promotes subtropical urban design.	**Complies** Both lots are to be east-west orientated
SO8 Brisbane's backyards contribute strongly to local character by providing green landscapes in urban areas.	**L8** Development in low density areas of Suburban Living Areas predominantly maintains a block pattern that accommodates backyards and large trees.	**Complies** Both lots are capable of supporting areas of landscaping.
SO9 Brisbane's subtropical character is accentuated by urban design where development supports outdoor living and subtropical planting that reduce urban heat island effects.	**L9.1** Deep planting is incorporated as a feature into higher density development.	**Not Applicable** The proposal is for a boundary realignment, no landscaping required.
	L9.2 Development provides landscaping and maintains vegetation to provide natural shade to mitigate heat island impacts and create comfortable pedestrian environments.	**Not Applicable** The proposal is for a boundary realignment, no landscaping required.
	L9.3 Development is encouraged to incorporate best-practice landscaping solutions.	**Not Applicable** The proposal is for a boundary realignment, no landscaping required.
SO10	**L10.1**	**Complies**

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
Brisbane's transport routes are highly shaded to promote active travel between local destinations and provide major roads with clearly identifiable markers for travel throughout the city.	Neighbourhood plans and the city-wide streetscape hierarchy identify subtropical boulevards and a network hierarchy of street types, where development provides greater numbers of street trees along identified transport and activity routes.	
	L10.2 Development and transport infrastructure creates continuous, well-shaded, green routes along identified major roads.	**Complies**
SO11 Brisbane's public infrastructure and parks reinforce a subtropical landscape.	**L11.1** Public infrastructure is designed to respond to a subtropical climate and incorporates landscaping, shade and water management features.	**Not Applicable** No public infrastructure is proposed.
	L11.2 Parks, including urban commons, are provided in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas and are appropriately designed and detailed to function as an 'outdoor living room' for surrounding residents and workers.	**Not Applicable**
Urban design and architecture		
SO12 The urban design of Brisbane's development is cognisant of the role and function of the individual area in which it is located and reinforces or reinterprets the character of that area.	**L12** The design of development in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas contributes positively to the desired or emerging character, sustainability, health and wellbeing, legibility and local context of the neighbourhood.	**Not Applicable** The site is not allocated as part of a centre
SO13 Brisbane's development forms a positive part of the city's legacy and enhances a site's value, the public domain and the city.	**L13** Buildings and public spaces exhibit design excellence in form, function and detailing, and enhance the city through the creation of	**Not Applicable** The proposal is for a boundary realignment.

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
	high-quality, contemporary and well-articulated subtropical urban streetscapes.	
SO14 Brisbane's urban environments, public domains and movement systems are well located, well connected, permeable and legible.	**L14.1** The road hierarchy, streetscape hierarchy and bicycle network determines the distribution and type of public spaces and pedestrian and cycle connections between destinations and public transport stops.	**Not Applicable**
	L14.2 Provision of open space is appropriate to the scale and function of the area and is integrated with the urban structure.	**Not Applicable** No public open space required.
SO15 Brisbane has a high level of land use and movement network connectivity within centres and Growth Nodes on Selected Transport Corridors.	**L15** Precinct, street and building design: (a) provides a high level of connectivity and accessibility for pedestrians, public transport, business and services; (b) provides direct, convenient, comfortable, safe and equitable pedestrian and cycle routes between public transport stops, centres, key destinations and adjoining neighbourhoods; (c) provides fine-grain pedestrian, cycle and mobility aid permeability, including privately owned and publicly accessible arcades; (d) integrates with Brisbane's traditional grid street layout and includes signage and clear sightlines.	**Not Applicable**
SO16 Brisbane's smaller civic spaces on development sites and local streets merge to optimise local public domain needs.	**L16** Streetscape hierarchies identify circumstances where arcades, building and corner setbacks and widened footpath areas can contribute to the creation of small, fine-grain open spaces.	**Not Applicable** The site is not identified on the streetscape hierarchy as requiring an arcade, building and corner setbacks or widened footpath areas for creation of open space.
SO17	**L17**	**Not Applicable**

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
Brisbane's urban environment contributes to an outstanding lifestyle for the city.	The public domain, public places and development offer people a range of opportunities and experiences to live, work and play in their local neighbourhood and provide an urban environment which: (a) creates high-quality, legible, useable and durable spaces; (b) incorporates opportunities for relaxing or socialising; (c) is inclusive and celebrates local culture and identity; (d) is safe, familiar, comfortable and connected; (e) exhibits best-practice subtropical building design; (f) integrates landscape and building form to improve amenity; (g) encourages activity and wellbeing of residents, workers and visitors; (h) is stimulating, enjoyable and useable through balancing variety and consistency in building form, scale and densities.	
SO18 Brisbane's urban design ensures that public safety and perceptions of public safety are maximised.	**L18.1** Crime prevention through environmental design principles are used in the siting, design and functioning of buildings, pedestrian and cycle paths, transport facilities, public domain and other pedestrian-focused spaces.	**Complies** The proposal will create a clear delineation between public and private land. The site does not intend to create spaces which are to be accessed by the public.
	L18.2 Specific crime prevention through environmental design requirements are tailored to different land uses and specific vulnerable elements and settings.	**Complies**
Heritage, character and cultural values		
SO19 Brisbane's important buildings and places that are important to the city's history are protected.	**L19.1** Heritage places and precincts of important local, city-wide or State cultural heritage significance or special significance to Aboriginal people are identified and protected in accordance with the principles	**Not Applicable** The subject land does not contain a heritage place.

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
	of The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance.	
	L19.2 The adaptation or re-use of heritage places for purposes that retain the significance of the place is supported.	**Not Applicable** The subject land does not contain a heritage place.
	L19.3 Development in or adjacent to identified heritage places or precincts protects the cultural heritage significance of the place or precincts.	**Not Applicable** The subject land does not contain a heritage place.
SO20 Brisbane's distinctive suburban identity is reinforced by its character housing precincts.	**L20.1** Character buildings built in 1946 or before are protected via overlays.	**Complies** The existing pre-1947 dwelling on the site is contained within the Traditional Character overlay and is to be retained.
	L20.2 Development proposals maintain the traditional building character housing that individually and collectively contributes to the distinctive character of the area and streetscape.	**Complies** Existing dwelling to be retained.
	L20.3 Traditional housing styles and materials, such as timber and tin and masonry construction, are recognised as being important to character areas and are retained. Surrounding development respects traditional design elements while allowing for compatible innovative design responses.	**Complies**
	L20.4 Development accords with neighbourhood plans which: (a) refine character aspects and overlays to better balance the demand for growth with character protection;	**Not Applicable** The applicable NHP does not regulate development which is of traditional character.

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
	(b) identify locally responsive strategies to better integrate character buildings and precincts with anticipated growth and development.	
	L20.5 Other small shop and office buildings built in 1946 or before, known as commercial character buildings: (a) are protected from being demolished, removed or significantly altered and are afforded qualified commercial use for low-impact activities to ensure their continued contribution to the local character and lifestyle of the city; (b) fulfil a complementary role to other non-residential and centre uses in the growth areas of the city.	**Not Applicable** The site does not contain a commercial character building.
SO21 Brisbane residents' appreciation of character areas, heritage buildings and the city's history is increased.	**L21.1** Development and public domain design protects and directs attention towards local views of landmark heritage or character elements or iconic vistas identified in neighbourhood plans and overlays.	**Not Applicable**
	L21.2 Development provides noteworthy information regarding the cultural or historic significance of a site through works such as local heritage trails and interpretive signage.	**Not Applicable**
	L21.3 Public domain design and public art complements or interprets local history and character elements.	**Not Applicable**
SO22	**L22.1**	**Not Applicable**

Table 3.4.2.1— Brisbane's identity		
Specific outcomes	**Land use strategies**	**Proposal**
The cultural connections that Aboriginal people have to Brisbane are recognised, maintained and protected in accordance with the *Aboriginal Cultural Heritage Act 2003*.	Public domain design promotes Aboriginal and Torres Strait Islander art and culture and acknowledges the history of Traditional Owners in locations of high cultural significance.	
	L22.2 Culturally significant sites and cultural landscapes are identified, protected and maintained.	**Not Applicable**
	L22.3 Meeting Places of contemporary importance to the Aboriginal and Torres Strait Islander communities are protected and maintained.	**Not Applicable**

Theme 2: Brisbane's outstanding lifestyle
Element 2.2 - Brisbane's housing and accommodation choices

Table 3.4.3.1— Brisbane's housing and accommodation choices		
Specific outcomes	**Land use strategies**	**Proposal**
SO1 Brisbane's dwelling needs for future populations are met by matching growth to the existing and planned infrastructure in the city.	**L1** Increased densities within Growth Nodes on Selected Transport Corridors are identified through a neighbourhood planning process and are in accordance with the Brisbane CityShape theme to accommodate anticipated future population.	**Not applicable** The land does not fall within an identified growth node or along a selected transport corridor.
SO2 Brisbane's housing is diverse in type and form, offering choice to different household types and individuals with specific housing needs.	**L2** Residential development contributes to housing diversity, particularly supporting ageing in place and assisted living and housing suited to households on different incomes, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan.	**Complies** While a small-scale development, the proposal contributes to increase housing diversity and supply by providing an additional small lot capable of use for a dwelling house.

Table 3.4.3.1— Brisbane's housing and accommodation choices		
Specific outcomes	**Land use strategies**	**Proposal**
	Small-scale complementary uses (care co-located uses defined activity group) that are suited to integration and co-location with retirement facilities and residential care facilities are facilitated to support the provision of specialised services and retail for residents and visitors.	
SO3 Brisbane provides its temporary population ready access to suitable accommodation for business visitors, tourists and students.	**L3.1** A range of accessible accommodation opportunities catering to a growing number of visiting professionals, temporary business visitors, tourists and students are conveniently located at or in proximity to major business and tourism destinations.	**Not Applicable** The proposal is for a subdivision of the land.
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.	**Not Applicable**
	L3.3 New hotels and extensions to existing hotels are facilitated in the City Centre and other appropriate locations.	**Not Applicable** The proposal is not for a hotel.
SO4 Brisbane's existing Rural Neighbourhoods are maintained without expansion.	**L4** Given the challenges in providing infrastructure in Rural Neighbourhoods they are not envisaged to expand.	**Not Applicable** The site is not within a Rural neighbourhood.
SO5 Brisbane's last remaining greenfield development areas are well planned and well delivered.	**L5** Future Suburban Living Areas exhibit a strong sense of place and demonstrate best-practice urban design outcomes, including building on the landscape features of the locality and a high degree of legibility and permeability.	**Not Applicable**
SO6	**L6.1** Land is identified for a range of housing types including rooming accommodation, suitable to tertiary and international students, staff	**Complies**

Table 3.4.3.1— Brisbane's housing and accommodation choices		
Specific outcomes	**Land use strategies**	**Proposal**
Brisbane provides a variety of accommodation and housing near the city's major institutions and other Special Centres.	and visitors to major special-purpose centres or community institutions, such as hospitals, at appropriate locations proximate to education campuses or health institutions or along high-frequency public transport routes and with good access to urban services.	
	L6.2 Outside activity centres, Growth Nodes on Selected Transport Corridors and geographically nominated locations, rooming accommodation for students is supported where the surrounding amenity is maintained and there is good access to higher education campuses by way of public or active transport.	**Not Applicable**
	L6.3 Other special purpose institutions, for example defence bases, establish accommodation consistent with the applicable zone or neighbourhood plan, either on site or nearby where well served by transport and other urban facilities, as required to meet the particular housing choice needs for staff and visitors.	**Not Applicable**

Theme 4: Brisbane's highly effective transport and infrastructure

Element 4.1 - Brisbane's transport infrastructure networks

Table 3.6.2.1— Brisbane's transport infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
Road network		
SO1 People and goods can move safely on the road network by the most efficient modes and routes, and the impact of traffic on neighbourhoods and the environment is minimised.	**L1.1** Development contributes to the safety and efficiency of the road network and seeks to minimise impacts of traffic on surrounding areas.	**Complies** The proposal is to be provided with a single access crossover for both lots which will ensure minimal impact to the road network occurs.

Table 3.6.2.1— Brisbane's transport infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
	L1.2 Development layout and access minimises impacts on pedestrian, cyclists and public transport movement and streetscape while providing for safe site servicing.	**Complies**
SO2 Brisbane's road network is protected and enhanced.	**L2.1** Development protects and enhances the existing and future road corridors, as identified in the Road hierarchy overlay.	**Complies** The proposal does not prejudice future expansion of the road network.
	L2.2 Development is sited to preserve road widening to provide additional corridor space, including additional space for pedestrians, cyclists and landscaping as identified in an overlay.	**Complies**
SO3 Brisbane's road network has improved connectivity and enhanced network design.	**L3** Development provides roads or upgrades to: (a) improve connectivity to, and support efficient growth in centres, Growth Nodes on Selected Transport Corridors and other infill in established suburbs; (b) provide connections in Future Suburban Living Areas; (c) provide adequate connections to the Major Industry Areas.	**Not Applicable** The site is not allocated within any of (a) to (c).
SO4 Brisbane's road network supports the city's network of centres and Major Industry Areas.	**L4** Road network functions do not compromise the viability of centres and Major Industry Areas.	**Not Applicable**
SO5 Brisbane's development provides sufficient car parking to: (a) protect the traffic functions and streetscape of the road network; (b) encourage public and active transport.	**L5** In the city core and city frame maximum parking rates apply to non-residential uses. In centres graduated car parking rates apply.	**Not Applicable** The site is not within the City Core or City Frame.

Table 3.6.2.1— Brisbane's transport infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
Public transport		
SO6 Brisbane has a safe and efficient public transport network.	**L6** Development does not compromise the safety or the efficiency of the public transport network.	**Not Applicable** The proposal has not impact on the Public Transport Network.
SO7 All urban land in Brisbane is serviced by public transport.	**L7** Development protects and enhances accessibility to the public transport network.	**Not Applicable** The proposal has not impact on the Public Transport Network.
SO8 Public transport is the preferred mode of travel to the City Centre and the city's Major Centres and provides a high level of access to all facilities and services in Brisbane, reducing the need to use a car.	**L8** Development enables access to and does not compromise existing and planned public transport within and connecting the City Centre, Major Centres, the Major Industry Areas and Growth Nodes on Selected Transport Corridors.	**Not Applicable** The subject land is not allocated as part of the City Centre, Major Centres, the Major Industry Areas and Growth Nodes on Selected Transport Corridors.
Active transport		
SO9 Brisbane has a safe and convenient, comfortable pedestrian and bicycle network to support development.	**L9.1** Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all abilities within the site and throughout neighbourhoods, to and within centres, and to community facilities, schools, public transport and other highly frequented destinations as set out in the Bicycle network overlay and Streetscape hierarchy overlay.	**Complies** The proposed will maintain the established pedestrian pathway along Cavendish Road and will have no impact on the Bicycle Network.
	L9.2 Development within Major Centres, Growth Nodes on Selected Transport Corridors, and larger scale developments are designed to balance the needs of all road users including pedestrians and cyclists.	**Not Applicable** The site is not within the Major Centre, Growth Nodes or Selected Transport Corridors.
	L9.3	**Not Applicable**

Table 3.6.2.1— Brisbane's transport infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
	Development provides for integration between public transport and active transport.	
	L9.4 Brisbane's active transport infrastructure is supported by end-of-trip facilities within development to make walking, cycling and multimodal trips a convenient travel option.	**Not Applicable**
SO10 Brisbane's high-density employment nodes, particularly the City Centre, ensure safe and efficient movement for pedestrians.	**L10** Development enhances pedestrian connectivity in the City Centre and other high-density employment centres.	**Not Applicable**
Freight network		
Not Applicable – Cavendish Road is not identified as a primary freight access.		

Theme 4: Brisbane's highly effective transport and infrastructure
Element 4.2 - Brisbane's other infrastructure networks

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
Water supply infrastructure		
SO1 Brisbane's high water quality in water storages is protected.	**L1** The water supply and emergency water supply catchments of Tingalpa Reservoir/Leslie Harrison Dam, Enoggera Reservoir, Gold Creek Dam and Lake Manchester are protected from incompatible development.	**Not Applicable** Both lots will be connected to reticulated municipal water.
SO2 Brisbane's water supply network is facilitated, protected and augmented to service development.	**L2** Development protects and facilitates the water supply network and contributes to the planned augmentation of the water supply	**Complies** Both lots will be provided suitable connections to the available reticulated water.

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
	network to provide reliable and quality water services for the development.	
SO3 Brisbane's dependency on the water supply network is reduced.	**L3** Development for large-scale commercial, industrial and recreational development implements integrated water-cycle management to collect, store and treat stormwater to provide an alternative source of water for purposes such as irrigation and toilet flushing.	**Not Applicable**
Wastewater infrastructure		
SO4 Brisbane's existing and planned wastewater infrastructure corridors and facilities are protected.	**L4** Wastewater infrastructure corridors and facilities are provided for and are protected from incompatible development.	**Complies** The site is to be connected to existing reticulated sewer and will
SO5 Brisbane's wastewater network is augmented to service development.	**L5** Development contributes to the planned augmentation of the wastewater network to provide wastewater services for the development.	**Complies** Both lots will be provided with suitable connections to available wastewater services.
Stormwater		
SO6 Development provides stormwater infrastructure to: (a) protect water quality; (b) reduce urban run-off and peak flows; (c) improve waterway health and stormwater quality.	**L6.1** Development incorporates best-practice erosion and sediment control.	**Complies**
	L6.2 Development incorporates water sensitive urban design on site and in road, streetscape and stormwater infrastructure.	**Complies** The proposal is for the reconfiguration of a lot,
SO7 Brisbane's development provides for stormwater retention and harvesting.	**L7.1** Development provides for stormwater retention for harvesting in new developments and infrastructure projects, particularly for large outdoor uses and other uses that do not require potable water.	**Not Applicable** The proposal is for a boundary realignment, no new structure or water storage is proposed.

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
	L7.2 Development maximises surface water infiltration and minimises stormwater run-off and pollutants from urban areas.	**Not Applicable** The proposal is not required to provide stormwater treatment
	L7.3 Development minimises changes to the natural hydrological or environmental flow regimes to minimise impacts on natural water cycles.	**Complies**
Energy infrastructure		
SO8 Brisbane's existing and planned electricity and gas transmissions and distribution infrastructure corridors and facilities are protected.	**L8** Electricity and gas transmission and distribution infrastructure corridors and facilities are protected from incompatible development.	**Complies** All lots will be connected to electricity.
SO9 Brisbane's electricity and gas transmission and distribution infrastructure corridors and facilities do not adversely impact on the community and the environment.	**L9.1** Development for electricity and gas transmission and distribution infrastructure is safe and effective.	**Complies** All lots will be connected to electricity.
	L9.2 Development for electricity and gas transmission and distribution infrastructure is sited and designed to minimise adverse impacts on community wellbeing, visual amenity and the environment through strategies such as the undergrounding of electricity infrastructure.	**Complies** All lots will be connected to electricity.
SO10 Brisbane's energy infrastructure is complemented by renewable, decentralised supply.	**L10** Development contributes to alternative decentralised energy generation where amenity impacts are managed to best-practice standard.	**Not Applicable**
Telecommunications infrastructure		
SO11	**L11**	**Complies**

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
Brisbane's existing and planned telecommunications infrastructure is protected.	Telecommunications infrastructure corridors and facilities are protected from incompatible development.	Both lots will be connected to telecommunication services.
SO12 Brisbane's development provides for fibre-ready conduit in new developments.	**L12** Development provides for a future-proof system of conduits in the following: (a) new developments so all premises can be readily connected to optic fibre; (b) significant new infrastructure such as major roads and public transport routes.	**Complies** Both lots to be provided connections to the established network in the locality.
SO13 Brisbane's development provides for fibre to the premises in new developments.	**L13** Development provides for fibre to the premises in new developments where feasible having regard to the remoteness and scale of the development.	**Not Applicable** Connections to available infrastructure to be provided.
SO14 Brisbane's development provides for telecommunications conduit in all suitable infrastructure projects.	**L14** Development provides for all suitable infrastructure projects to accommodate future conduit requirements such as the roll out of the fibre to the premises network.	**Not Applicable**
SO15 Brisbane's telecommunications infrastructure does not adversely impact on the community and the environment.	**L15.1** Development for telecommunications infrastructure is safe and effective.	**Complies** To be carried out by the provider.
	L15.2 Development for telecommunications infrastructure is sited and designed to minimise adverse impacts on community wellbeing, visual amenity and the environment through strategies such as siting, co-use and co-location.	**Not Applicable**
Waste management infrastructure – landfill and waste transfer facilities		

Table 3.6.3.1— Brisbane's other infrastructure networks		
Specific outcomes	**Land use strategies**	**Proposal**
Not Applicable – The proposal is not for a landfill or waste transfer facility.		
Social infrastructure		
Health facilities		
Not Applicable – The proposal does not include Health Facilities.		
Education facilities		
Not Applicable – The proposal does not include Education facilities		
Community facilities infrastructure – community centres, halls and library facilities		
Not Applicable – The proposal does not include Community facilities infrastructure – community centres, halls and library facilities		
Cultural and art facilities		
Not Applicable – The proposal does not include Cultural and art facilities		
Sports and recreation facilities		
Not Applicable – The proposal does not include Sports and recreation facilities		
Greenspace System and public park infrastructure		
Not Applicable – The proposal does not include Greenspace System and public park infrastructure		

Theme 4: Brisbane's highly effective transport and infrastructure

Element 4.3 - Brisbane's coordinated infrastructure planning and delivery

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
Infrastructure planning		
SO1	**L1.1**	**Complies**

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
Brisbane's development provides the development infrastructure and other essential infrastructure required to service the development in accordance with the infrastructure planning provided for in the following: (a) Priority infrastructure plan; (b) an infrastructure corridor plan in an overlay.	Development has access to essential infrastructure that exists or can be provided at minimum cost to public sector agencies and the community as identified in the Brisbane infrastructure program.	
	L1.2 Development provides for the following developed infrastructure: (a) the supply of non-trunk infrastructure for the following: (i) networks internal to the premises; (ii) connecting the premises to external infrastructure networks; (iii) protecting or maintaining the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component; (b) the supply of trunk infrastructure specified in the Priority infrastructure plan which is necessary to service the premises; (c) the payment of infrastructure charges for trunk infrastructure in accordance with the applicable infrastructure charging instrument; (d) the payment of additional trunk infrastructure costs for development which is inconsistent with the planning assumptions or outside the priority infrastructure area in the Priority infrastructure plan.	**Complies**
	L1.3 Development protects infrastructure corridors and facilities in accordance with an infrastructure corridor plan in an overlay.	**Not Applicable**
Transport and land use integration		
SO2	**L2.1**	**Not Applicable**

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
Transport and land uses are planned and managed to create a preferred urban form that increases accessibility and connectivity and supports sustainable travel behaviour.	Strategic transport projects planned for Brisbane are delivered in a timely manner.	
	L2.2 Land use is planned in accordance with the principles of transit oriented development.	**Not Applicable**
Infrastructure design, construction and operation		
SO3 Brisbane's infrastructure is constructed and installed to not adversely impact on the community and the environment.	**L3** Development ensures that: (a) the provision of infrastructure is integrated and coordinated with neighbourhood planning and the provision of infrastructure by public sector agencies; (b) infrastructure is designed and constructed to: (i) minimise adverse impacts; (ii) protect biodiversity and landscape character values including provision for the safe movement of wildlife; (iii) use standard designs, components and materials unless specific circumstances determine an alternative is required.	**Complies**
Critical infrastructure resilience		
Criticality of infrastructure		
SO4 Brisbane's infrastructure which is critical to the ability to respond to a natural disaster is protected and enhanced.	**L4.1** Development provides for the resilience of essential infrastructure to natural hazards to be upgraded.	**Not Applicable** The site is not subject to any hazards.
	L4.2 Development ensures the Port of Brisbane, including port and navigational facilities and essential road connections, is able to service Brisbane during a natural disaster event.	**Not Applicable** The site is not within proximity of the port.

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
Continuity of critical infrastructure		
SO5 Brisbane's infrastructure which is critical to the city's wellbeing and essential ability to respond to a natural disaster remains functional during and immediately after a natural disaster event.	**L5.1** Community infrastructure, critical assets and supporting networks such as roads and electricity which are critical for emergency or disaster response, are planned so that the essential components of those uses for responding to a natural disaster are able to function during and after disaster events.	**Complies** The proposal does not seek to make change to the established road network and will provide connections for electrical infrastructure for both lots.
	L5.2 Essential community infrastructure is located, sited and designed to be resilient to the impacts of natural hazards.	**Complies**
	L5.3 Development is designed and operated to withstand natural disasters in order to avoid or defer the need for emergency assistance.	**Complies**
Connectivity of infrastructure		
SO6 Brisbane's key transport routes and critical assets which are required to mobilise equipment, personnel and supplies to affected communities, and evacuate persons, are connected in a hazard-resilient network.	**L6.1** The identified critical infrastructure movement network mapped in an overlay is progressively upgraded to improve resilience to natural hazards.	**Not Applicable**
	L6.2 Key transport routes and critical assets are identified for future improvement or augmentation where required.	**Not Applicable**
	L6.3 Transport assets identified as part of the critical infrastructure movement network are designed to provide for emergency services and public transport vehicle usage during disaster events.	**Not Applicable**
	L6.4	**Not Applicable**

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
	Critical assets are able to be efficiently accessed via a connected transport network.	
	L6.5 The design and progressive upgrade of the city's critical assets and transport routes support evacuation operations.	**Not Applicable**
	L6.6 Evacuation strategies and routes for development throughout Brisbane are designed to access the critical infrastructure movement network.	**Not Applicable**
SO7 Brisbane's development is located to avoid natural hazards, and ensure appropriate and efficient access to emergency and disaster response services.	**L7.1** Development which is necessary for disaster response and emergency services has access to the critical infrastructure movement network or can operate effectively in place to serve its appropriate catchment.	**Not Applicable** The proposal is not necessary for disaster response and emergency services.
	L7.2 New development is located to be accessible to the critical infrastructure movement network and to avoid unreasonable burden on emergency and disaster response services in disaster events.	**Complies** The site has no direct impact on accessibility to identified critical movement network corridors.
	L7.3 Development with special network accessibility requirements in terms of providing emergency response, special evacuation needs, hazardous land uses or providing secondary networks (such as power or roads) develop facilities that: (a) are critical infrastructure movement network adjacent; or (b) have or achieve hazard-free access to the network; or (c) manage issues which arise due to being detached from the network.	**Not Applicable**

Table 3.6.4.1— Brisbane's coordinated infrastructure planning and delivery		
Specific outcomes	**Land use strategies**	**Proposal**
	L7.4 Development which cannot be made network accessible and cannot be readily relocated elsewhere, provides an on-site management response appropriately addressing emergency services access, evacuation and essential supplies.	**Not Applicable**
	L7.5 Development ensures that vulnerable, hard-to-evacuate and assembly uses are located away from natural hazard-prone areas to maximise the efficiency of the city's disaster response capability.	**Not Applicable** The proposal is not for a vulnerable or hard to evacuate or assembly use.
	L7.6 New development is adequately supported with emergency services infrastructure.	**Not Applicable** Not required, the proposal is a small-scale boundary reconfiguration of a lot.
SO8 Brisbane's essential community infrastructure is located and designed to avoid the impacts of natural hazards and service the needs of the community during and immediately after a disaster event.	**L8.1** Essential community infrastructure is located and designed with adequate protection and immunity from natural hazards to retain an appropriate level of function during and immediately after designated natural disaster events.	**Not Applicable** The proposal does not include essential community infrastructure.
	L8.2 Essential community infrastructure reliant on other infrastructure networks, such as roads or electricity, is located where these networks will be available during and immediately after disaster events, or is designed to be self-reliant.	**Not Applicable** The proposal does not include essential community infrastructure.
	L8.3 Essential community infrastructure is upgraded to improve resilience to natural disasters.	**Not Applicable** The proposal does not include essential community infrastructure.

Theme 5: Brisbane's CityShape
Element 5.5 - Brisbane's Suburban Living Areas

Table 3.7.6.1— Brisbane's Suburban Living Areas		
Specific outcomes	**Land use strategies**	**Proposal**
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	**L1** The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	**Complies** The site is zoned for Character (infill) and the proposed lots achieve the intended minimum lot size requirements set for the zone. A such it is considered to be keeping with the expectations.
SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	**L2.1** Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	**Not Applicable** The proposal is for a reconfiguration of a lot; no new structures are proposed.
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	**Complies** Both lots are consistent with the expected minimum lot requirements of the subdivision code and as such are considered suitable for small scale infill development.
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	**L3.1** Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances. Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.	**Not Applicable** The proposal does not include a multiple dwelling.
	L3.2 Development for multiple dwellings in the Emerging community zone:	**Not Applicable** The proposal does not include a multiple dwelling.

Table 3.7.6.1— Brisbane's Suburban Living Areas		
Specific outcomes	**Land use strategies**	**Proposal**
	(a) is restricted to locations provided for in a neighbourhood plan; or (b) is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge: (i) of a centre zone other than the Neighbourhood centre zone; or (ii) of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.	
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	**L4.1** Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	**Complies** The proposed reconfiguration of a lot results in lots which are consistent with the expectations of the Character (infill) zone.
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	**Not Applicable** No new dwellings proposed
	L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: (a) the retention of mature and significant vegetation; (b) the retention of private open space capable of supporting trees and gardens; (c) increasing local shade cover along streets; (d) local sustainability initiatives such as water-sensitive urban design.	**Complies**

Table 3.7.6.1— Brisbane's Suburban Living Areas		
Specific outcomes	**Land use strategies**	**Proposal**
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	**L5.1** District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.	**Not Applicable** The subject land is not within the District Centre.
	L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.	**Not Applicable** The subject land is not within the District Centre.
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	**L6.1** Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	**Not Applicable** The site is not within the Neighbourhood Centre.
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	**Not Applicable** The site is not within the Neighbourhood Centre.
	L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: (a) have a gross floor area of 2,500m^2 or less and a maximum tenancy size of 2,000m^2 or less; (b) have a frontage predominantly to a major road; (c) have vehicle site access from a suburban road, a district road or a neighbourhood road; (d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods;	**Not Applicable** The site is not within the Neighbourhood Centre.

Table 3.7.6.1— Brisbane's Suburban Living Areas		
Specific outcomes	**Land use strategies**	**Proposal**
	(e) be more than 400m from an existing retail based centre; (f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.	
SO7 Non-residential uses support local character and amenity.	**L7** A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following: (a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; (b) schools and other community facilities; (c) a range of parks, from district sports parks to local recreation parks; (d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; (e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.	**Not Applicable** The proposal is for a boundary realignment.
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the	**L8** Development:	**Complies**

Table 3.7.6.1— Brisbane's Suburban Living Areas		
Specific outcomes	**Land use strategies**	**Proposal**
creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	(a) considers and responds to known development constraints and those identified through the assessment process; (b) preserves valued character and environmental attributes and mitigates unavoidable impacts; (c) provides corridors and linkages required to physically integrate development within the locality; (d) concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; (e) is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	

APPENDIX B – Brisbane City Council Codes

Neighbourhood Plan

Table 7.2.3.10.3—Coorparoo and districts neighbourhood plan code		
Performance outcomes	**Acceptable outcomes**	**Response**
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;	**AO1** Development complies with the number of storeys in Table 7.2.3.10.3.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. Note—Council's Independent Design Advisory Panel may be invited to provide advice on development, to facilitate high quality	**Not Applicable** The proposal does not include any Building Works.

Table 7.2.3.10.3—Coorparoo and districts neighbourhood plan code		
Performance outcomes	**Acceptable outcomes**	**Response**
d. designed so as not to cause a significant and undue adverse amenity impact to adjoining development.	development, in accordance with the provisions of the Independent design advisory panel planning scheme policy.	
PO2 Development minimises impacts on existing significant vegetation and provides replacement vegetation on the site of an advanced size and maturity where significant vegetation is removed.	**AO2.1** Development of buildings, structures, driveways, vehicle cross-overs and hard stand areas are designed and sited to maximise the retention of vegetation on the site and adjacent street trees.	**Complies** The establishment of the shared driveway and access crossover will not result in impact to any vegetation.
	AO2.2 Significant vegetation removed as a result of the development is replaced with vegetation of advanced size and maturity.	**Not Applicable** The site does not contain any significant vegetation.
PO3 Development provides a high level of amenity for adjoining residential buildings and incorporates subtropical design principles to support healthy, energy efficient living.	**AO3.1** Development incorporates the following subtropical design principles: a. cross-ventilation in and around buildings by use of building forms, breezeways, open courtyards and landscaped areas; b. sun shading of openings; c. suitable building orientation; d. building form that maximises amenity, street activity and pedestrian connectivity; e. deep planting within setbacks along common boundaries and frontages.	**Not Applicable** The proposal does not seek to establish any new structures at part of this submission.
	AO3.2 Development is designed to ensure that adjoining residential buildings: a. retain access to natural light, sunlight and breeze;	**Not Applicable**

Table 7.2.3.10.3—Coorparoo and districts neighbourhood plan code		
Performance outcomes	**Acceptable outcomes**	**Response**
	b. maintain privacy through the positioning of balconies or habitable rooms.	
If in the Logan Road precinct (Coorparoo and districts neighbourhood plan/NPP-001)		
Not Applicable – The subject land is not allocated within the Logan Road Precincts (Coorparoo and districts neighbourhood plan/NPP-001)		
If in the Greenslopes Private Hospital precinct (Coorparoo and districts neighbourhood plan/NPP-002)		
Not Applicable – The subject land is not allocated within the Greenslopes Private Hospital precinct (Coorparoo and districts neighbourhood plan/NPP-002)		
If in the Stephens Mountain precinct (Coorparoo and districts neighbourhood plan/NPP-003)		
Not Applicable – The subject land is not allocated within the Mountain precinct (Coorparoo and districts neighbourhood plan/NPP-003)		
If in the Stephens Mountain reserve sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003a)		
Not Applicable – The subject land is not allocated within the Stephens Mountain reserve sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003a)		
If in the Stephens Mountain west sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003b)		
Not Applicable – The subject land is not allocated within the Stephens Mountain west sub-precinct (Coorparoo and districts neighbourhood plan/NPP-003b)		
If in the Earl Street precinct (Coorparoo and districts neighbourhood plan/NPP-004)		
Not Applicable – The subject land is not allocated within the Earl Street precinct (Coorparoo and districts neighbourhood plan/NPP-004)		

Development Codes

Subdivision Code

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: (a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; (b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;	**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	**Complies** Both propped Lot 1 and Lot 2 achieve compliance with Table 9.4.10.3.B. **Proposed Lot 1 –** ▪ **Site Area –** 394sqm ▪ **Dimension –** 15.65m (w) x 25.27m (l)

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
(c) feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; (e) complement the streetscape, local context and character for the locality; (e) address development constraints.	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.	**Proposed Lot 2 –** ▪ **Site Area –** 451sqm ▪ **Dimension –** 20.1m (w) x 16.88m (l)
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	**Not Applicable** The proposal does not require the inclusion of a building envelope or development footprint plan.

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
	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.	**Complies** No structures will be over any of the proposed boundaries and the existing dwelling will maintain setbacks consistent with the Dwelling House (Small Lot) Code and the front setback approved as part of the prior Building Works permit.
PO2	**AO2.1**	**Not Applicable**

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Development creates useable lots that: (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: (i) minimise adverse impacts to vegetation, natural features and topography; (ii) avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; (d) minimise adverse impacts to the utility of existing or proposed transport network elements.	Development ensures that any cutting, filling, retaining walls and earthworks: (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: (i) a single level change; or (ii) any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and 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.	No filling and excavation proposed as part of this Development Application.
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.	**Complies** Both lots maintain slope on its long and short excess which are less than (a) and (b).
	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.	**Complies** The minimum rectangle dimension for Proposed Lot 2 is achieved.

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
	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.	**Complies** The proposal does not seek to create canals or artificial waterways.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; (b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; (c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; (d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; (e) at an adequate width, suitable gradient and appropriate construction standard; (f) to avoid unreasonable detriment or nuisance to an adjacent premises; (g) to preserve the amenity and function of the public realm in accommodating: (i) high levels of pedestrian traffic; (ii) large subtropical street trees; (iii) on-street parking.	**AO3.1** Development provides roads, pavement and concrete kerb and channel that provide for: (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrian, cyclists and vehicles; (c) access to properties for all modes; (d) utilities; (e) high levels of aesthetics and amenity, improved liveability and future growth; (f) a high-quality streetscape; (g) a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	**Complies** All kerb and channel to be replaced where required an provided in accordance with the relevant requirements.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies**
	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	**Complies** Both lots will be provided access from a single crossover and access driveway which is to be contained within the access handle and provided an easement for right of access.

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
	(iii) over common property; (iv) located as far away as practicable from an existing or proposed dwelling; (v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy; (c) the width specified: (i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or (ii) in Table 9.4.10.3.B where in any other zone; (d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: (a) an access point along the frontage of each lot; (b) a junction and an intersection, including corner truncation; (c) a pedestrian or cyclist crossing.	**Complies**
	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.	**Complies** Access grades where suitable will achieve the grades set by the TAPS PSP and will not require cut in fill in excess of 1000mm. where grades are inconsistent or exceed 1000mm change to ground level it will be supported by Civil RPEQ.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.	**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;	**Complies** The verge has enough width to be able to accommodate sufficient space for refuse collection and access.

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	(d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.	
	AO4.2 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.	**Complies**
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or (b) a 6m long by 3 equal chord truncation if a minor road.	**Not Applicable** No corner truncation required.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	**AO5** Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; or (c) mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land;	**Not Applicable** The land is not subject to any environmental hazards.

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
	• transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: (a) rearranging the boundaries of a lot; or (b) volumetric format plan subdivision; or (c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
PO6 Development ensures that any rearrangement of a lot boundary: (a) does not create additional lots; (b) wholly contains infrastructure and services within the lot they serve; (c) results in lots having a dimension, arrangement and size that maintains or improves consistency with the: (i) character intended for the locality; (ii) outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO6** No acceptable outcome is prescribed.	**Complies with Performance Outcome** The proposal does not result in the creation of any new lots, with all lots consistent with the requirements for land in the Character (infill) zone.
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: (a) facilitate efficient development; (b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; (c) are in accordance with an existing development approval or approved building;	**AO7** No acceptable outcome is prescribed.	**Not Applicable** No volumetric subdivision is proposed

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
(d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.		
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: (a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; (b) lawful uses intended for the site and the locality.	**AO8.1** Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	**Not Applicable**
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	**Not Applicable**
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	**Not Applicable**
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.		
Not Applicable – The proposal does not seek to create 10 or more lots, road reserve or new road, or cycle or pedestrian routes.		
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: (a) a site that is more than 1ha in the Emerging community zone; or (b) the number of potential dwellings is 20 or more in the Emerging community zone; or (c) a site that is more than 7,000m^2 in the Low density residential zone; or (d) the number of lots is 20 or more; or (e) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or (f) the creation of more than 50% of the lots with an area less than 350m^2 where not associated with a material change of use or in accordance with an approved building.		

Table 9.4.10.3.A—Subdivision Code		
Performance outcomes	**Acceptable outcomes**	**Response**
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.		
Not Applicable – The proposal does not include any of (a) – (f).		
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.		
Not Applicable – The proposed lots are consistent with Table 9.4.10.3.B and have a frontage greater than 10m.		
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		
Not Applicable – The lots are not within the Industry zones category or the Extractive industry zone		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
Not Applicable – The lots are not within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone		
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		
Not Applicable - The lots are not within the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
Not Applicable – The proposal is not for dividing land into parts by agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land.		
If involving a standard format lot with common property such as requiring a community management scheme under the Body Corporate and Community Management Act 1997 Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
Not Applicable – The proposed subdivision does not include common property.		

Prescribed Secondary Codes

Filling and Excavation Code

Any Filling and Excavation works required for this proposal are to remain consistent with the relevant aspects of the City Plan and its Planning Scheme Policies.

Infrastructure Design Code

Any works subject to the Infrastructure Design Code for this proposal are to remain consistent with the relevant aspects of the City Plan and its Planning Scheme Policies. As detailed the site is capable of being appropriately serviced by water and wastewater, telecommunications and electricity.

Landscape Work Code

The proposal does not intend to include the provision of landscaping, no further assessment of the Landscape Works Code required.

Outdoor Lighting Code

No outdoor lighting is proposed as part of this submission; no further assessment of the Outdoor Lighting Code is required.

Park Planning and Design Code

No provision of park is proposed as part of this submission, no further assessment of the Park Planning and Design Code is required.

Stormwater Code

All stormwater is to be appropriately managed in accordance with the requirements of the Stormwater Code and the relevant aspects of the Planning Scheme Policies.

Transport, Access, Parking and Servicing Code

All access for proposed lots will be gained by the single crossover at the right-hand side of the lots frontage and is generally consistent with the expectations of the Transport, Access, Parking and Servicing Code and the relevant Planning Scheme Policy.

Overlays

Bicycle Network Overlay Code

Table 8.2.3.3—Bicycle Network Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO1** Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	**Not Applicable** The site is not identified as containing a cycle route.
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the bicycle network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	**AO2** Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: (a) for long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; (c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	**Complies** The proposal will not impact on the existing cycle route of Cavendish Road. There is no new bicycle network infrastructure identified in the LTIP or LGIP.
PO3	**AO3**	**Not Applicable**

Table 8.2.3.3—Bicycle Network Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.	No acceptable outcome is prescribed.	The proposal does not require the payment of extra trunk infrastructure charges.
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
Not Applicable – The subject site is not adjacent to or traversing land contained within the Riverwalk Typology 1 or 2.		

Community Purposes Network Overlay Code

Table 8.2.8.A.3—Community Purposes Network Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		

Table 8.2.8.A.3—Community Purposes Network Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Not Applicable – The site is not mapped within any of the identified sub-categories.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
Not Applicable – The site is not mapped within any of the identified sub-categories.		

Road Hierarchy Overlay Code

Table 8.2.18.3—Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
Not Applicable – The proposal is for a Reconfiguration of a Lot		
Section B—If for assessable development for a material change of use		
Not Applicable – The proposal is for a Reconfiguration of a Lot		
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	**Complies with Performance Outcome** The proposal does not prejudice future widening of Cavendish Road.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;	**AO3A** No acceptable outcome is prescribed.	**Not Applicable** The land is not identified as being subject to any future trunk infrastructure.

Table 8.2.18.3—Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
(ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with	**AO4** Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	**Complies with Performance Outcome** The extent of Cavendish Road which the lot has frontage to is identified in the LTIP as being classified as Suburban and is not identified in the Councils LGIP as being subject to future trunk works. The road corridor is a width of approximately 18m where 19.5m is prescribed by BSD-1022. While not consistent the road corridor width is fit for purpose, no dedication required.

Table 8.2.18.3—Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
the approved development clear of the area of long term infrastructure, may be imposed.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	**Complies** The proposal only results in a single additional lot gaining access from Cavendish Road, no impact to the road network is envisaged.
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area;	**AO6.1** Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	**Not Applicable** The proposal does not include any new or upgraded roads.
	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	**Complies** The proposal will allow for single additional lot to have direct access to the road network, there is not envisaged to be any impact on the road network.

Table 8.2.18.3—Road Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
(i) preserves the function of the road hierarchy and addresses all impacts to the road network.		
PO7 Development ensures that premises and vehicle access is located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and its hierarchy.	**AO7** Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	**Complies with Performance Outcome** The proposed access for Lots 1 and 2 will have no impact on the safe and efficient function of the road network.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	**AO8** Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	**Not Applicable** No intersection is proposed.

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**Complies with Performance Outcome** The existing verge has a width of 3600mm across the entire frontage and a footpath with a width of 1200mm. It is requested that the existing verge width and path be retained in-situ to remain consistent with the remainder of the streetscape. The existing street tree is to be retained.
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.	**Complies** Existing street tree is to be retained.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and	**Complies with Performance Outcome** The existing verge condition is to remain unchanged except where replacement path is required as a result of any new crossover etc.

Table 8.2.20.3.A—Streetscape Hierarchy Overlay Code		
Performance outcomes	**Acceptable outcomes**	**Response**
	constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	**AO3.1** Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**Not Applicable** No corner land dedication is required as part of the proposal.
	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.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
Not Applicable – The site is not one identified as requiring a Wildlife Movement Solution.		