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APPLICATION REF

A007090287

**OTHER CHANGE TO
DEVELOPMENT APPROVAL**

Town Planning Assessment Report

171 & 173 UPPER KEDRON ROAD, FERNY GROVE

Development Permit – Reconfiguring a Lot
(2 into 33 Lots + Drainage Lot and New Road)

Prepared by



For

Bonaventura Developments Pty Ltd



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1 EXECUTIVE SUMMARY

This report has been prepared and submitted on behalf of the Applicant to change the existing approval granted over 173 Upper Kedron Road and 24 Persimmon Street, Ferny Grove (Council Reference A005612840). The proposed change involves the inclusion of the adjoining property, 171 Upper Kedron Road, Ferny Grove, to the development, which will create greater efficiencies in the lot layout and improve the road alignment, ultimately resulting in an increase to the number of proposed lots. The Applicant seeks a Development Permit for:

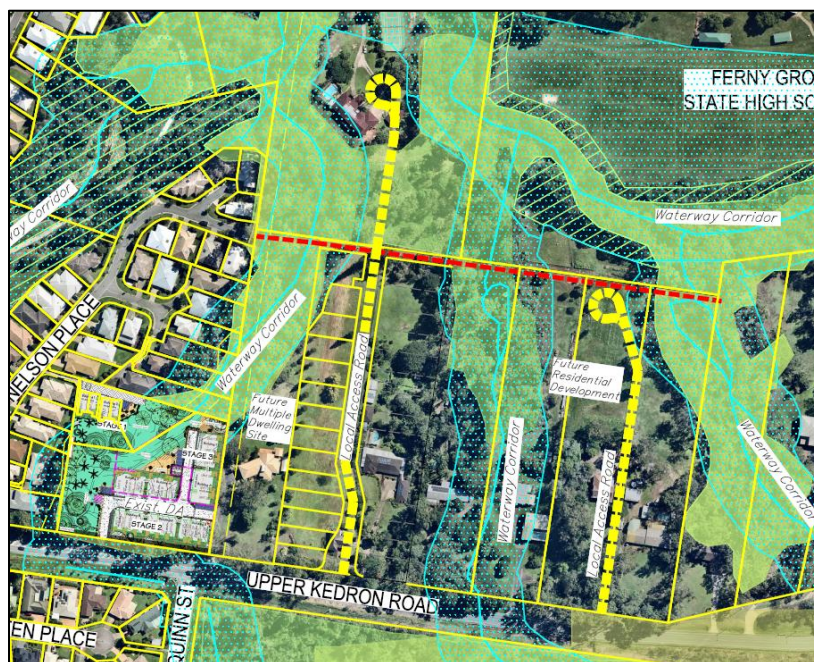
- **Reconfiguring a Lot (2 into 33 lots, new road & drainage lot)**

The subject site is on land identified within the Emerging Community Zone of the Brisbane City Council Planning Scheme City Plan 2014. This change application is Impact Assessable.

1.1 Background

A suite of applications has been lodged over 173 Upper Kedron Road, with an approval for subdivision granted in April of 2024 (Council reference A005612840). This approval included a proposed new road access from Upper Kedron Road, eleven new lots and a stormwater basin in the north-west corner of the site. Various operational works applications, related to this subdivision approval, have also been lodged over the land, but not yet approved due to various design conflicts.

The abovementioned subdivision application included a structure plan to demonstrate the logical and orderly development of the site and adjoining properties. This structure plan illustrates a further road connection to the north, into 24 Persimmon St (as per the requirements of the Ferny Grove—Upper Kedron Neighbourhood Plan), and to the west, into 179 Upper Kedron Road. It is intended to maintain these connections as part of the proposed change application. Many surrounding land parcels (notably No. 169 and the rear of No. 179 Upper Kedron Road) are identified as being highly constrained from flooding and also exhibit ecological values associated with those waterways.



Excerpt of Structure Plan from A005612840.



1.2 The Proposal

This development application seeks to include No. 171 Upper Kedron Road as part of the existing approved development. The addition of this land will enable the alignment of the proposed road to be more logical, creating greater efficiency to the lot layout, and also resolve the existing conflict between the design levels and the interface with the adjoining lands. The resultant layout achieves thirty-three lots (33), whilst maintaining the northern and western connecting roads, as per the abovementioned Structure Plan. The stormwater detention basin has been repositioned from the north-west corner of the land to the north-east corner, as this position is considerably lower and will result in far less retaining along the external boundaries of the land.

The proposal includes additional earthworks at the southern portion of the site in an effort to improve the traffic and safety concerns at the access to Upper Kedron Road. The proposed earthworks seek to balance the need for compliant road gradients, minimising retaining heights and preserving the interface with adjoining properties.

The proposal includes a temporary turn around within No 24 Persimmon Street to facilitate refuse vehicle movements within the proposed layout. The proposal ensures the logical extension of the road network to the northern property with minimal impact of either site.

1.3 Conclusions

This report supports a development application for an 'Other Change' to the existing approval for Reconfiguring a Lot (2 into 33 lots, new road & detention basin) on land within the Emerging Community Zone under CityPlan 2014. This report demonstrates that the proposal meets the assessment benchmarks of the planning scheme and warrants approval from Council, subject to reasonable and relevant conditions. Support of this proposal includes:

- Consistency with the Overall Outcomes of the Emerging Community Zone, by facilitating residential development that contributes to the mix of housing typologies within the locale.
- Compliance with the Reconfiguring a Lot Code, as the proposed lots provide suitable size, shape, frontage, access and servicing arrangements that ensure the future dwellings are capable of achieving compliance with the Dwelling House Code.
- Each lot will have direct access via the proposed road network, with ~10m frontages.
- The land improves the approved access arrangement to Upper Kedron Road, including the necessary external works in the form of a dedicated turning lane.
- The proposal maintains the logical and orderly development pattern established by the approved Structure Plan.
- The proposal demonstrates compliance with the relevant assessment benchmarks of the Planning Scheme as identified through the assessment process outlined within this report, with sufficient grounds being provided where any non-conformance with the applicable codes has been identified.
- The proposed subdivision will not have any significant impact upon adjoining residential amenity or the character of the surrounding area and is suitable for the site.

The application is therefore considered to comply with the applicable assessment benchmarks of the planning scheme and warrants approval.



2 INTRODUCTION

This report accompanies an 'Other Change' development application seeking a Development Permit – Reconfiguration of a Lot (2 into 33 lots, new road and drainage basin) over 171 & 173 Upper Kedron Road and 24 Persimmon Street, Ferny Grove, described as Lot 1 and 2 on RP185509 and Lot 43 on RP167933 (The Site). The proposal is Impact Assessable against the Brisbane City Council planning scheme, City Plan 2014 (CityPlan).

The site is included in the Emerging Community Zone of CityPlan. Further details of the locational context of the site are described in Section 5 of this report. In accordance with the requirements of Part 5 Tables of Assessment and section 6.7.4 of this report, the proposal constitutes impact assessable development.

The development has been assessed against the assessment benchmarks of the applicable planning scheme codes as well as relevant state and regional provisions. The below reporting has been prepared to logically address the town planning considerations relevant to the application and based on this assessment illustrates sufficient grounds to warrant approval.

Having regard to Schedule 2 "Definitions" of the Planning Act 2016, the proposal is considered to constitute:

- Reconfiguring a Lot

The type of approval being sought is for the issuing by Council of a Development Permit for each development component.

This report is supported by:

- Relevant Brisbane City Council Fee & Forms;
- DA Form 5;
- Assessment Benchmark Compliance (**Appendix 1**);
- Plan of Reconfiguration prepared by Wink+Co (**Appendix 2**);
- Engineering Code Compliance Report prepared by RCS (**Appendix 3**);
- Site Based Stormwater Management Plan prepared by RCS (**Appendix 4**);
- Preliminary Ecological Assessment prepared by S5 Environmental (**Appendix 5**);
- Bushfire Hazard Assessment prepared by S5 Environmental (**Appendix 6**);
- Vegetation Retention Plan prepared by S5 Environmental (**Appendix 7**); and
- Traffic Impact Assessment prepared by Velocity Traffic (**Appendix 8**).

This report outlines the merits of the proposal and requests that Council approve the proposal by granting a Development Permit subject to reasonable and relevant conditions.



3 ASSESSMENT SUMMARY

Site Details	
Site Address:	171 & 173 Upper Kedron Road and 24 Persimmon Street, Ferny Grove
Site Description:	Lot 1 & 2 on RP185509 and Lot 43 on RP167933
Total Area of Site:	20,340m ²
Local Government Area:	Brisbane City Council
Planning Scheme:	CityPlan 2014
Zone:	Emerging Community Zone
Local Plan:	Ferny Grove—Upper Kedron Neighbourhood Plan
Application Details	
Applicant:	Bonaventura Developments Pty Ltd
Approval Type:	Development Permit – Reconfiguring a Lot
Description of Proposal:	Reconfiguration of a Lot (2 into 33 lots, new road and drainage basin)
DA Forms:	Form 5
Category of Assessment:	Impact Assessment
Referral Agencies:	N/A
Assessment Benchmarks:	Refer section 6.7.5 of this report.



4 EXISTING ENVIRONMENT

4.1 Site Overview

4.1.1 Existing Use

The site is currently improved by two post-war dwelling houses which will be demolished as 'accepted development' under City Plan 2014 to facilitate the proposed development.

4.1.2 Surrounding Uses

The site and the immediately adjoining properties are included within the Emerging Community Zone of City Plan 2014. Beyond this, the area is described as a suburban locality with low density residential development, open spaces (Keperra picnic ground) and a tributary of Cedar Creek, education facilities (Ferry Grove State High School), and Ferry Grove Quarry.

4.1.3 Site Access / Road Network

The site has approximately 90m of combined frontage to Upper Kedron Road, which is described as a Suburban Road within Council's Road Hierarchy.

4.1.4 Significant Vegetation

The site is generally cleared of vegetation and is not mapped as having any Regional Ecosystems or Essential Habitat, with the exception of 41m² of mapped Koala Habitat Area along the eastern boundary. The site is also subject to vegetation mapped under Brisbane City Council's Natural Assets Local Law. A Vegetation Retention Plan has been prepared by S5 Environmental, illustrating the necessary trees to be retained or removed as part of the development.

4.1.5 Topography & Drainage

The site generally falls from the Upper Kedron Road frontage towards the north-eastern corner. The site is flanked by gullies, which lead towards the Cedar Creek tributary to the north of the site.

4.2 Hydraulics

The site is not identified as being subject to flooding.

4.3 Civil Servicing

The site has existing access to the reticulated water network, with a main water service traversing the rear of the site. Each of the properties utilise onsite septic systems for a sewer service. As part of the development, new water and sewer services will be necessary to service the proposed lots. Sewer will be provided via a new connection to the existing reticulated service within 24 Persimmon Street; whilst a water connection will be provided via the existing main within the Upper Kedron Road reserve.



5 PROPOSAL

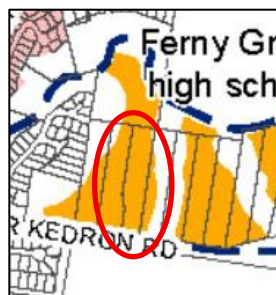
This application is seeking an “other change” to a development approval granted over 173 Upper Kedron Road and 24 Persimmon Street, Ferny Grove. This development application seeks to include No. 171 Upper Kedron Road as part of the development. The addition of this land will enable the alignment of the proposed road to be more logical, creating greater efficiency to the lot layout, and also resolve the existing conflict between the design levels and the interface with the adjoining lands.

The resultant layout achieves thirty-three lots (33), whilst maintaining the northern and western connecting roads, as per the approved Structure Plan. The stormwater detention basin has been repositioned from the north-west corner of the land to the north-east corner, as this position is considerably lower and will result in far less retaining along the external boundaries of the land. A land dedication of 6m along the full width of the north boundary has been included to provide for the future bikeway, as identified in the LGIP.



Excerpt of Subdivision Layout

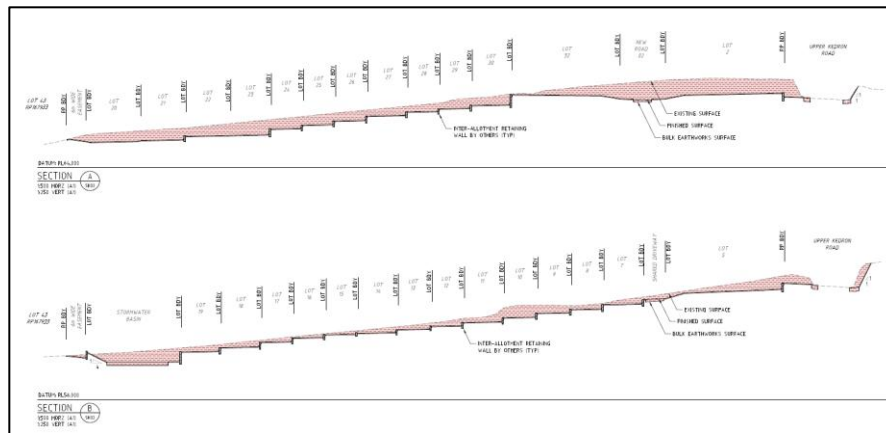
The proposal includes a temporary turn around within No 24 Persimmon Street to facilitate refuse vehicle movements within the proposed layout. The proposal ensures the logical extension of the road network to the northern property with minimal impact of either site. Due to the significant constraints over No. 169 Upper Kedron Road, from flooding and the waterway corridor, no easterly access is proposed as part of this application. Furthermore, the Ferny Grove—Upper Kedron Neighbourhood Plan illustrates very little of this property as having ‘potential development area’ within Figure a.



Excerpt of Figure a potential development areas



The proposal includes additional earthworks at the southern portion of the site in a effort to improve the traffic and safety concerns at the access to Upper Kedron Road.



Excerpt of Bulk Earthworks Cross Sections

The proposed earthworks seek to balance the need for compliant road gradients, minimising retaining heights and preserving the interface with adjoining properties. These works will require the removal of the existing street trees along the Upper Kedron Road frontage of the site. These necessary earthworks will remove the need for extensive retaining walls within the road reserve and improve sight distances to the T-intersection with Upper Kedron Road.



6 DEVELOPMENT ASSESSMENT

6.1 Assessable Development and Assessment Processes:

In accordance with Section 44 of the **Planning Act 2016** (PA), the proposal is considered to constitute Assessable Development. The proposal is made assessable under the Brisbane City Council Planning Scheme, City Plan 2014 (City Plan) (**Local Categorising Instrument**) as outlined in Section 6.7.4 of this report.

As the application is subject to Impact Assessment, in accordance with s45(5) of the PA the following matters must be assessed as part of this application:

- The assessment benchmarks in a categorising instrument for the development
- Having regard to any matters prescribed by regulation.

and may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise

- a planning need
- the current relevance of the assessment benchmarks in the light of changed circumstances
- whether assessment benchmarks or other prescribed matters were based on material errors.

6.2 State Planning Instruments

Development in Queensland is subject to:

- Statutory Regional Plans; and
- State Planning Policy.

Assessment of the proposal against the abovementioned State Planning Instruments has been provided herein where applicable.

6.2.1 Regional Plan – ShapingSEQ: South East Queensland 2017

The South East Queensland Regional Plan (SEQRP), also known as *ShapingSEQ*, provides a regional framework for growth management, and sets planning direction for sustainable growth, global economic competitiveness and high-quality living. The regional plan mapping describes the subject site as being within the 'Urban Footprint' of the regional land use pattern. The intent of the Urban Footprint is described as:

"The Urban Footprint identifies land that can meet the region's urban development needs to 2041 in a more compact form".

ShapingSEQ also states that Local Government Planning Schemes are the main instrument that will establish and refine the desired use of land and the preferred timing of development within the Urban Footprint.

6.2.2 State Planning Policy

The State Planning Policy 2017 (SPP) provides interim development assessment requirements which must be applied by a local government until the SPP has been appropriately integrated into the local planning scheme. Under the SPP Mapping System, the subject site is affected by the following state interests:



- NATURAL HAZARDS RISK AND RESILIENCE – Flood Hazard Area - Local Government Flood Mapping Area*, Medium Storm Tide Inundation Area
- STRATEGIC AIRPORTS AND AVIATION FACILITIES – Obstacle Limitation Surface Area, Wildlife Hazard Buffer Zone, Aviation Facility

Part 2 of the Brisbane City Plan 2014 specifies that the above aspects of the SPP have been appropriately reflected in the Planning Scheme and therefore no further assessment is required against these State Interests.

6.3 Referral Agencies

The proposed development does not require assessment by any State Referral Agencies pursuant to Schedule 10 of the *Planning Regulation 2017*.

6.4 SEQ Water Act

The site is within the jurisdiction of a Local Authority subject to SEQ Water Act and is a participating local government for distributor retailer, in this case Urban Utilities. As such any Development Permit issued as a result of this Development Application will be forwarded to Urban Utilities.

6.5 Assessment Manager

Pursuant to Schedule 8, Table 2, Item 1(b) of the *Planning Regulation 2017*, the Local Government is deemed the Assessment Manager where:

If table 1 does not apply and the development application is for—

- (b) development, other than building work, completely in a single local government area and any of the following apply—*
 - (i) any part of the development is assessable development under a local categorising instrument or schedule 10 , part 13, division 4, part 15 or 16;*
 - (ii) the development is reconfiguring a lot, other than a lot that is, or includes, airport land;*
 - (iii) the development is for a brothel;*
 - (iv) the development is operational works relating to reconfiguring a lot;*

Therefore, Brisbane City Council as the local government is considered the assessment manager of this application which involves Building Work.

6.6 Temporary Local Planning Instrument

There are currently no Temporary Local Planning Instruments (TLPI's) in affect within the Brisbane Local Government Area (LGA), which are considered applicable to the proposed development or subject site.

6.7 Planning Scheme – City Plan 2014

The Brisbane City Plan 2014 (City Plan) is the relevant planning scheme which applies to the whole of the Brisbane City Council local government area.



6.7.1 Zoning

In accordance with Council's Mapping, the subject site is included within the Emerging Community Zone. The proposed subdivision will contribute to a diverse range of housing choices within the locale on land identified as being suitable to residential development.

6.7.2 Neighbourhood Plan

The site is located within the Ferny Grove—Upper Kedron neighbourhood plan; however, is not located in within a specific precinct. The proposal supports the outcomes sought for the neighbourhood plan through the development of lots capable of supporting future 2 storey dwelling houses. Furthermore, the proposal creates a northern link between Upper Kedron Road to 24 Persimmon Street, as prescribed by item (3)(k)(i) of the Ferny Grove—Upper Kedron Neighbourhood Plan Code.

6.7.3 Overlays

The site is identified within the following City Plan overlay maps:

- Airport Environs Overlay – Procedures For Air Navigation Surfaces (PANS)
- Bicycle Network Overlay
- Biodiversity Areas Overlay
- Bushfire Overlay
- Community Purposes Network Overlay
- Critical Infrastructure and Movement Network Overlay – Critical Infrastructure and Movement Planning Area
- Road Hierarchy Overlay – Neighbourhood Road
- Streetscape Hierarchy Overlay – Centre Street Minor
- Waterway Corridors Overlay

The relevant overlay provisions are addressed further in Appendix 1 - Code Assessment of this report or the respective specialist reports.

6.7.4 Category of Assessment

The process for determining the category of assessment for the application is outlined in Part 5, Section 5.3.1 of City Plan 2014. Where development is not identified as accepted development in Section 5.3, the level of assessment for development is determined in the table of assessment for the relevant zone, neighbourhood plan and/or overlays that are mapped over the site.

A summary of the tables of assessment is included as follows. Overall, it was found that the proposal constitutes is impact assessable development.

Emerging Community Zone	Impact assessment If a ROL is less than 10ha with no associated assessable MCU • The planning scheme including: • Subdivision code • Emerging community zone code
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Ferny Grove—Upper Kedron Neighbourhood plan	No change Ferny Grove—Upper Kedron Neighbourhood Plan Code
Airport environs overlay	Not Applicable Pursuant to Table 5.10.2, the proposed ROL is not assessable development against this overlay
Bicycle network overlay	Code Assessment Bicycle network overlay code
Biodiversity areas overlay	Code Assessment Biodiversity overlay code
Bushfire hazard overlay	Code Assessment Bushfire hazard overlay code
Community purposes network overlay	Code assessable Community purposes overlay code
Critical infrastructure and movement network overlay	Not Applicable Pursuant to Table 5.10.8, the proposed ROL is not assessable development against this overlay.
Road hierarchy overlay	Code assessable Road hierarchy overlay code (Section C and D)
Streetscape hierarchy overlay	Code assessable Streetscape hierarchy code (Section A and B)
Waterway corridors overlay code	Code assessable Waterway corridors overlay code (Section A and C)

6.7.5 Assessment Benchmarks

On the basis of the above assessment, the following codes are identified as relevant Assessment Benchmarks for the proposal in accordance with Part 5 of the City Plan 2014:

- Emerging Community Zone zone code
- Ferny Grove—Upper Kedron neighbourhood plan code
- Subdivision Code
- Prescribed secondary codes
 - Filling and excavation code
 - Infrastructure design code
 - Stormwater code
 - Transport, access, parking and servicing code
- Bicycle network overlay code
- Biodiversity areas overlay code
- Bushfire hazard overlay code
- Community purposes network overlay code
- Road hierarchy overlay code



- Streetscape hierarchy overlay code
- Waterway corridors overlay code

A full assessment of the proposal against these codes is included in **Appendix 1** of this report or the respective specialist reports.

6.7.6 Planning Scheme Policies

Any applicable Planning Scheme Policies will be addressed as part of the proposal's compliance with the applicable City Plan Codes.

6.7.7 Further Development Permits Required

Further development permits will be required, which may include but are not limited to:

- Building Works (assessable against the building provisions);
- Operational Works; and
- Plumbing & Drainage Works.



7 CONCLUSION

This report seeks a Development Permit for the following which are assessable against City Plan 2014:

- Reconfiguring a lot (2 into 33 lots, new road and detention basin)

This report, including the supporting material, demonstrates that there are sufficient planning grounds for Council to approve, with relevant conditions, the proposed development at 171 & 173 Upper Kedron Road, Ferny Grove.

Support of this proposal includes:

- Consistency with the Overall Outcomes of the Emerging Community Zone, by facilitating residential development that contributes to the mix of housing typologies within the locale.
- Compliance with the Reconfiguring a Lot Code, as the proposed lots provide suitable size, shape, frontage, access and servicing arrangements that ensure the future dwellings are capable of achieving compliance with the Dwelling House Code.
- Each lot will have direct access via the proposed road network, with ~10m frontages.
- The land improves the approved access arrangement to Upper Kedron Road, including the necessary external works in the form of a dedicated turning lane.
- The proposal maintains the logical and orderly development pattern established by the approved Structure Plan.
- The proposal demonstrates compliance with the relevant assessment benchmarks of the Planning Scheme as identified through the assessment process outlined within this report, with sufficient grounds being provided where any non-conformance with the applicable codes has been identified.
- The proposed subdivision will not have any significant impact upon adjoining residential amenity or the character of the surrounding area and is suitable for the site.

The application is therefore considered to comply with the relevant assessment benchmarks of the planning scheme and warrants approval.

-

Council's approval is recommended.



APPENDIX 1 –ASSESSMENT BENCHMARKS

This code assessment comprises the following as identified in section 6.7.5 of this report:

• Emerging Community Zone Code	Full response included.
• Subdivision Code	Full response included.
• Ferny Grove—Upper Kedron Neighbourhood Plan Code	Full response included.

The following table identifies where all remaining assessment benchmarks have been addressed

Filling and excavation code	Engineering Code Compliance – Appendix 3
Infrastructure design code	Engineering Code Compliance – Appendix 3
Stormwater code	Engineering Code Compliance – Appendix 3
Biodiversity areas overlay code	Preliminary Ecological Assessment – Appendix 5
Bushfire hazard overlay code	Bushfire Hazard Assessment – Appendix 6
Waterway corridors overlay code	Preliminary Ecological Assessment – Appendix 5

6.2.6.2 Emerging Community Zone Code

Criteria	Response
1. The purpose of the emerging community zone is to: a. identify land that is intended for an urban purpose in the future; and b. protect land that is identified for an urban purpose in the future from incompatible uses; and c. provide for the timely conversion of non-urban land to land for urban purposes.	
2. The purpose of the zone will be achieved through the following 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 and Element 2.2 – Brisbane's housing and accommodation choices; ii. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values; iii. Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.	Complies The proposal is for a residential subdivision, which supports the policy direction established by the strategic framework. The proposal provides housing opportunities (Theme 2 – Element 2.2), which will generally be described as detach dwellings (Theme 5 – Element 5.5) and avoids impacts to the greenspace system (Theme 3 – Element 3.1).
b. Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is: i. appropriate for the site's location within the city and its local context; ii. accessible to necessary supporting infrastructure, services and facilities; iii. responsive to development constraints, character and environmental values and site characteristics.	Complies The development will be carried out in an orderly sequence within the local context. The land has access to infrastructure services and represents the least constrained land within the immediate area.
c. Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing:	Complies The proposal will facilitate future detached dwelling development.

Criteria	Response
i. for suburban living generally as anticipated in the Low density residential zone; or ii. at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or iii. at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport. <i>Note—In interpreting 6.2.6.2(2)(c)(iii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</i>	
d. Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area: i. at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or ii. at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage 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 peak periods of 7am to 9am and 4pm to 6pm, and: A. the edge of a centre zone other than the Neighbourhood centre zone; or B. the edge 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. iii. if identified in a neighbourhood plan, at proximately; A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued	Complies The proposal will provide for detached dwellings at a density of circa 16 dwellings per hectare. This is considered suitable given the current economic climate and overwhelming need for housing within the city. Future dwellings are expect to be up to 2 stories in height.

Criteria	Response
attributes, if identified as a Very-low density residential potential development area; B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area; C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area; D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area. <i>Note—A range of factors influence development potential and yield. As such, suitability for urban purposes cannot be assumed for all land in the Emerging community zone and yield may be impacted depending on development constraints impacting a site. The Structure planning planning scheme policy provides guidance on the identification of development constraints and the determination of the net developable area of a site.</i> <i>Note—The density of dwellings per hectare is expressed as a net residential density and is applicable to development involving either dwellings or lots. The Structure planning planning scheme policy provides guidance on the calculation of net residential density and equivalent site density.</i> <i>Note—If a neighbourhood plan does not specify or provide sufficient information on the density, mix and scale of dwellings intended for a potential development area, 6.2.6.2(d)(i) and (ii) apply. However, 6.2.6.2(d)(iii) applies where a potential development area is refined through the identification of sub-types.</i>	
e. Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.	Not Applicable

Criteria	Response
f. Development for a non-residential use contributes to contained and vital communities and: i. is of a bulk and scale compatible with the built form of future development intended in the immediate locality; ii. mitigates interface impacts on existing development; iii. where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including: A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation); B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m² gross floor area, service station and veterinary service); C. small-scale non-residential uses.	Not Applicable
g. Development: i. does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or ii. if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	Complies The land is generally unconstrained and does not feature and built form character. The steep land in the north-west corner, which forms a periphery of a waterway corridor is to be protected by an environmental covenant in the rear of the respective lots. Each of these impacted lots has an area and dimension to accommodate a future dwelling and private open space area.
h. Development is well planned and integrated with surrounding land uses and infrastructure.	Complies The proposal includes the provision of new road, which will enable the future development of adjoining properties.

Criteria	Response
i. Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.	Complies The proposal will provide for greater connectivity through both the new road and the dedication of land for the future bikepath along the northern boundary of the site.
j. Development does not impinge on an existing or intended use of an adjacent area.	Complies The proposal does not impinge on any use of adjoining lands.
k. Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.	Not Applicable The adjoining lands are intended to function as residential land. There is no incompatible adjoining land uses.
l. Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.	Not Applicable The development is not for an interim use.
m. Development provides the infrastructure required to support the development. <i>Note—A structure plan is to be prepared in accordance with the Structure planning planning scheme policy for development of emerging community zoned land for urban purposes as outlined in the relevant development code.</i> <i>Note—Refer to Part 10 for Priority Development Areas assessed under the Economic Development Act 2012. The identification of a Priority Development Area in the Emerging community zone does not have weight for the assessment of development under the Economic Development Act 2012.</i>	Complies The proposal will be adequately serviced by the nearby reticulated service. Furthermore, the proposal is consistent with the existing approved structure plan associated with the approval granted over 173 Upper Kedron Road.

9.4.10 Subdivision code

9.4.10.1 Application

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

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

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

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

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

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

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

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

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

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

9.4.10.2 Purpose

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

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

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1	AO1.1	AO1.1 Complies:

Development results in lots and an arrangement of lots that: - enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; - are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; - feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; - complement the streetscape, local context and character for the locality; - address development constraints.	Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions. AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing. AO1.3	The proposed lots range in size from 386m² to 658m². Each lot achieves the minimum lot area and dimension as prescribed by Table 9.4.10.3.B. AO1.2 Not Applicable: The proposal does not require lots to have building envelopes. AO1.3 Not Applicable: Whilst the proposal does not involve any structures, the proposed subdivision will not result in structures encroaching across multiple lots.
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	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.	
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography;	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements.	AO2.1 Complies: Bulk earthworks is necessary to ensure the proposed roads achieve suitable gradients and each of the proposed lots can be serviced and drained to an acceptable urban standard. As detailed in the RCS Code Compliance Report, any proposed retaining walls have a maximum height of 1m per tier where applicable. AO2.2 Complies: All lots with an area less than 450m² will have compliance gradients as prescribed.

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.	Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: 1 into 10 on the shortest lot axis; 1 into 15 on the longest axis. AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone. AO2.4 Development does not involve the creation of canals or artificial waterways.	AO2.3 Performance Solution: The existing gradients across the ~2ha parcel is varied; however, the overall changes to the topography ensures all interfaces with the adjoining properties and road network are suitably managed. AO2.4 Complies: The proposal does not involve a canal or artificial waterway.
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: in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: - design and construction in accordance with the road hierarchy; - safe travel for pedestrian, cyclists and vehicles; - access to properties for all modes; - utilities;	AO3.1 Complies: The proposed development will provide all necessary infrastructure as prescribed. AO3.2 Complies: Each lot will be provided with compliant access arrangements. AO3.3 Complies:

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.	e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone;	Each proposed lot will have access to a new road, which will be constructed to a Neighbourhood Road standard. No direct lot access will be provided to a major road. AO3.4 Complies: All lots will have sufficient sight distances as detailed in the Traffic Impact Assessment prepared by Velocity Traffic Engineers. AO3.5 Complies: All lots will be graded to ensure adequate vehicle access in accordance with the TAPS PSP.
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	d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use. AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing. AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	AO4.1 Complies A land dedication is provided along the entire northern boundary in accordance with the LGIP Future Infrastructure (bikeway) FGR-SP-006. Furthermore, land will be provided for all non-trunk infrastructure, including road (including truncations) and stormwater treatment and detention. AO4.2 Complies The proposed development includes a stormwater system to provide each new lot with a lawful point of discharge, stormwater drainage network and retention basin. Refer to RCS SBSMP. AO4.3 Complies The proposed access roads include truncations on each corner lot.

	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: - in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or - a 6m long by 3 equal chord truncation if a minor road.	
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: - identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; - avoiding the hazard; or - mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: - contaminated land; - transport noise corridors on State-controlled roads and the rail network. 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.	AO5 Complies: The site represents a generally unconstrained development opportunity, whilst surrounded by parcels affected by flooding and environmental values. As such, the proposed density of circa 16 dwellings per hectare on unconstrained and low risk land is considered appropriate in this instance.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: - rearranging the boundaries of a lot; or - volumetric format plan subdivision; or - a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		PO6 – PO8 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.		
PO9 Development ensures that the transport network and all its component elements is designed to: a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, 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.	AO9 Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. Note—This outcome can be demonstrated through an application that:	AO9 Complies: The proposal includes the provision of three new roads, and accords with the Infrastructure Design and TAPS PSP. Refer to the TIA prepared by Velocity Transport.

	• is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points.	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy;	AO10.1 Complies: The proposal provides a land dedication for the future bicycle network along the entire northern boundary. In addition, the new roads will include pedestrian pathways within the verges as required. AO10.2 Not Applicable No such pathways a required as part of the proposed development.

Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	AO11 Complies: Each proposed road reserve meets the standards prescribed by the Infrastructure Design PSP.
PO12	AO12.1	AO12.1 Complies

Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.	Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park. AO12.3 Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	The proposed road network is considered to comply with the Infrastructure Design PSP as discussed in the TIA prepared by Velocity Traffic. AO12.2 Not Applicable: The proposal does not provide any parkland. AO12.3 Complies: The proposed layout includes a north-south road with east-west connections where necessary.
PO13 Development provides connected road, pedestrian and bicycle networks.	AO13 Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;	AO13 Complies: The proposal allows for the future extension of the road layout into the adjoining properties to the north and west. No connection to the east is required due to its highly constrained features (flooding and environmental value). A temporary turn around is provided within the adjoining land to the north of the site (24 Persimmon

	c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.	Street), which will eventually facilitate future development.
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	AO14 Complies: On street car parking can be accommodated where necessary.

PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management.	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	AO15 Complies: Refer to the TIA prepared by Velocity Traffic.
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO16 Not Applicable The proposed is not required to provide bus infrastructure.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	AO17 Not Applicable: The proposed development does not accommodated more than 1000 vpd.
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
PO18	AO18.1	AO18.1 Complies:

Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered;	Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy. Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient. AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	The proposed development accords with the structure outlined in the Ferny-Grove—Upper Kedron Neighbourhood Plan, which identifies potential development land. Furthermore, this application is consistent with the Structure Plan assessed and approved under A005612840. AO18.2 Complies Refer to the proposal plans in Appendix 2.
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j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	AO19.1 Not Applicable The site does not contained any significant vegetation. AO19.2 Not Applicable Neither the subject site or the proposal involves heritage or character buildings.
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: a. a high proportion of dwellings close to public transport stops; b. higher density residential development close to transport stops; c. non-residential or high trip-generating uses immediately proximate to transport stops.	AO20 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	AO20 Performance Solution: The subject site is located within 1km of the Ferny Grove train station, which will be more accessible following the delivery of the LGIP bike path along the northern end of the subject site.
PO21	AO21.1	AO21.1 Complies

Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	Development provides lots that are generally designed and positioned to locate: a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor. AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	The subject site is located on the northern side of a ridgeline; therefore, all lots will benefit for the solar access. AO21.2 Not Applicable The proposed does not require building envelopes to be provided for any proposed lots.
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.	AO22.1 Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.	AO22.1 Performance Solution The proposed lot layout features a range in lot sizes from 386m² to 658m², and six different lots types / widths. No lots have a width less than 10m and will be consistent with a traditional subdivision pattern of '16 perch' blocks. The provision of lots will contribute to the housing choice available within the immediate area and is consistent with the surrounding development within Upper Kedron and Keppera. As previously discussed, the site is generally described as being unconstrained; therefore, the proposed density sought is considered appropriate, especially given the housing shortage and economic climate. AO22.2 Complies The layout does not include more than 3 lots in a row with the same frontage/width.

	AO22.2 Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes;	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners;	AO23 Not Applicable: The proposal only involves residential lots.

d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO24.1 Development where providing lots for multiple dwellings: a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length. AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	AO24.1 Not Applicable The subdivision does not nominate lots for multiple dwellings. AO24.2 Not Applicable The proposal does not include lots less than 350m². AO24.3 Complies Each of the proposed corner lots are larger 'standard lots'.
PO25	AO25.1	AO25.1 Complies All lots are of rectangular shape and achieve the dimensions specified in Table 9.4.10.3.B.

Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.	Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B. AO25.2 Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	AO25.2 Complies All lots comply with the orientation illustrated in Figure a.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	AO26 Not Applicable: Thep proposal is not required to provide any land for Park.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.		PO27 Not Applicable.
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		PO28 – PO30 Not Applicable
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.		PO31 Not Applicable
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		PO32 – PO33 Not Applicable
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		PO34 – PO36 Not Applicable

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	
If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i> Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.	

7.2.6.1 Ferny Grove—Upper Kedron neighbourhood plan code

7.2.6.1.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Ferny Grove—Upper Kedron neighbourhood plan area if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9); or
 - b. impact assessable development.
2. Land in Ferny Grove—Upper Kedron neighbourhood plan is identified on the NPM-006.1 Ferny Grove—Upper Kedron neighbourhood plan map and includes the following precincts:
 - a. Cedar Creek south precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001):
 - i. Cedar Creek south centre sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan NPP-001a);
 - ii. Cedar Creek south diverse housing sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan NPP-001b);
 - iii. Cedar Creek south urban edge sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan NPP-001c);
3. When using this code, reference should be made to section 1.5, section 5.3.2 and section 5.3.3.

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

Note—This neighbourhood plan includes a table of assessment with variations to categories of development and assessment. Refer to Table 5.9.25.A, Table 5.9.25.B, Table 5.9.25.C and Table 5.9.25.D.

7.2.6.1.2 Purpose

1. The purpose of the Ferny Grove—Upper Kedron neighbourhood plan code is to provide finer grained planning at a local level to support the vision of the Ferny Grove—Upper Kedron community to create a community-spirited, transit supported village and suburban living area surrounded by natural bushland, where residents can connect at local hubs by a range of accessible transport networks.
2. The purpose of the Ferny Grove—Upper Kedron neighbourhood plan code will be achieved through overall outcomes, including overall outcomes for each precinct of the neighbourhood plan area.
3. The overall outcomes for the neighbourhood plan area are:
 - a. Development creates functional and integrated communities.
 - b. Land subject to development constraints, character or environmental values indicated in a figure in this neighbourhood plan code or shown on an overlay map is protected from inappropriate development in order to deliver the suburban living character or protect natural and ecological significance.
 - c. Open space, parks and recreational facilities meet the needs of the community and are located in accessible locations that are well connected within the neighbourhood plan area. Open spaces are planned and located to create focal points for community activity and interaction.
 - d. Both indoor and outdoor sports are supported at the proposed district sports park.

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- e. The quarry site is stabilised and rehabilitated upon completion of quarrying activities and recreation activities are located on the site when quarrying operations have ceased.
 - f. The Neighbourhood centre meets the retail, commercial, community and service needs of the local community.
 - g. Centre activities do not expand outside of the identified precinct site and other land already included in a zone in the Centre zones category.
 - h. Development of the Ferny Grove railway station and surrounding district centre creates an integrated public transport and commercial hub, while supporting solutions for car parking, access and connectivity to Samford Road.
 - i. Development provides safe and clear, walking and cycling routes that connect residential areas and key destinations including centres, community facilities, major parks and conservation reserves and public transport nodes.
 - j. Development is of a height, scale and form which is consistent with the amenity, character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.
 - k. Development of the sites listed below is contingent on providing infrastructure and access from adjoining lands, in particular:
 - i. 320 Levitt Road (Lot 1 on RP 162875) is not developed until access is provided from Canvey Road via 232 Canvey Road (Lot 1 on RP 20577);
 - ii. 221 McGinn Road (Lot 2 on RP 164168) is not developed until 173, 189 and 205 McGinn Road (Lot 1 on RP 164167, Lot 2 on RP 164167 and Lot 1 on RP 210657) have been developed and provide access;
 - iii. land west of Ross Road is not developed until the land east of Ross Road provides water supply and sewerage connections. Only under these circumstances will development in this area be assessed against the Emerging community zone provisions; and
 - iv. land at 171, 173 and 179 Upper Kedron Road (Lots 1 and 2 on RP 185509 and Lot 1 on RP 82882) must enable access to 24 Persimmon Street (Lot 43 on RP 167933).
 - l. Residential development in all areas of Ferny Grove—Upper Kedron (excluding Cedar Creek south precinct) identified in Figure a as potential development areas provides for a mix of housing types, styles and densities, in particular:
 - i. the Very low density residential — dwelling houses area as shown in Figure a contains dwelling houses up to a density of 5 dwellings per hectare to ensure minimal disturbance to areas of environmental and scenic value;
 - ii. the Low density residential — dwelling houses area as shown in Figure a contains predominantly dwelling houses at a yield of 12 dwellings per hectare;
 - iii. the Low density residential — dwelling houses and multiple dwellings area as shown in Figure a contains a mix of dwelling houses and multiple dwellings at a yield of 16 dwellings per hectare;
 - iv. the Low density residential — multiple dwellings area as shown in Figure a contains predominantly multiple dwellings at a yield of 25 dwellings per hectare.
4. Cedar Creek south precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001) overall outcomes are:
- a. Development decreases in intensity and scale from the residential and centre uses at the corner of Levitt and Canvey Roads to the ecological corridors framing the southern and western edges as shown in Figures b, c and d to:
 - i. ensure the constraints of slope and natural hazards, including bushfire, landslide and flooding, can be appropriately addressed to manage risk to the community;
 - ii. protect and enhance regionally significant ecological values and functions;
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- iii. promote ecological resilience to manage the impacts on ecosystems from climate change;
 - iv. preserve the visual amenity of major ridgelines as identified on Figure e;
 - v. achieve effective active transport connections within this catchment, including emergency access and active transport access only to Mt Nebo Road.
 - b. Development provides ecological and waterway corridors that create a network of linkages west to east adjoining Mt Nebo Road from D'Aguilar National Park to Keperra Bushland, and south to north from Mt Nebo Road boundary of Enoggera Reservoir to Cedar Creek as shown in Figure b. These corridors:
 - i. contribute to the enhancement of native fauna and flora populations in the precinct and in adjoining ecological areas;
 - ii. are rehabilitated to the standards identified in Figure i;
 - iii. protect and enhance matters of State and local environmental significance;
 - iv. protect and enhance riparian areas to maintain waterway stability.
 - c. Development minimises disturbance to the ground level and slope protecting natural features such as waterways, overland flow paths and vegetation, maintaining existing landform, and minimises visual impact.
 - d. Development provides for a road layout that:
 - i. achieves effective road and public transport connections within this catchment;
 - ii. provides for emergency services access and evacuation;
 - iii. contributes to bushfire hazard mitigation.
 - e. Development supports ageing in place by offering housing choice to residents by ensuring a range in dwelling sizes and forms are available in the community.
 - f. Development manages frequent flows to minimise scour of waterways and ecological corridors.
- 5. Centre sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001a) overall outcomes are:
 - a. Development of centre activities serves the retail, commercial, community and service needs of the local community, and is outwardly focused, activates adjoining public streets and spaces, and connects with adjoining residential areas.
 - b. Development of Low-medium density residential uses up to 2 storeys are located adjoining the centre to promote walkable compact communities.
- 6. Diverse housing (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001b) sub precinct overall outcomes are:
 - a. Development provides a range of allotment sizes, not exceeding an average of 9 to 12 dwellings per hectare (excluding the land identified as ecological and waterway corridors as shown on Figure b), with lot design and layout achieving a distribution of interspersed smaller lots that are located close to public transport on district road routes.
 - b. Development provides rehabilitated ecological and waterway corridors that contribute to Brisbane's regional ecological outcomes as shown in Figure b.
- 7. Urban edge sub-precinct Ferny Grove—Upper Kedron neighbourhood plan/NPP-001c) overall outcomes are:
 - a. Development forms the transition from urban to non-urban ecological areas by establishing residential development that responds to site constraints and hazards with minimal disturbance of slope and vegetation.
 - b. Development provides for a range of allotment sizes not exceeding an average of 1 to 3 dwellings per hectare (excluding the land identified as ecological and waterway corridors as shown on Figure b).
 - c. Development forms the transition between residential to non-urban ecological areas and is characterised by:

- i. responding to the identified ecological and waterway corridors, as well as designing for potential hazards, with minimal earthworks and vegetation removal (Figures b, c, d, e, f, g and h);
- ii. minimising topography changes through the identification and consideration of local site features and constraints;
- iii. maintaining of visual dominance and ecological connectivity of the D'Aguilar National Park to Keperra Bushland ridgeline;
- iv. taking appropriate account of bushfire hazard by providing mitigation responses within the proposed development areas to achieve an acceptable or tolerable level of risk;
- v. gradating densities to achieve the intent of Figures c and d.

7.2.6.1.3 Performance outcomes and acceptable outcomes

Table 7.2.6.1.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
General		
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: a. is consistent with the anticipated density and assumed infrastructure demand; b. is aligned to community expectations about the number of storeys to be built; c. is proportionate to and commensurate with the utility of the site area and frontage width; d. is designed to avoid a significant and undue adverse amenity impact to adjoining development; e. is sited to enable existing and future buildings to be well separated from each other and to avoid affecting the development potential of an adjoining site;	AO1 Development complies with the building height (number of storeys) and gross floor area in Table 7.2.6.1.3.B. Note—Neighbourhood plans will mostly specify 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. Editor's note—Building height for development other than in the neighbourhood centre zone is defined in the zone code and/or development code.	AO1 Not Applicable The proposal is for the subdivision of land only and does not include any built form.

f. roads, lots and buildings are sited and designed to minimise impacts from potential hazards. Editor's note—Building height for development other than in the neighbourhood centre zone is defined in the zone code and/or development codes.		
If in the Cedar Creek south precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP 001)		PO2 – PO7 Not Applicable
If in the Centre sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001a)		PO8 Not Applicable
If in the Diverse housing sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001b)		PO9 Not Applicable
If in the Urban edge sub-precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP-001c)		PO10-Po11 Not Applicable



APPENDIX 2 – SUBDIVISION LAYOUT PLAN



APPENDIX 3 – ENGINEERING CODE COMPLIANCE



APPENDIX 4 – SITE BASED STORMWATER MANAGEMENT PLAN



APPENDIX 5 – PRELIMINARY ECOLOGICAL ASSESSMENT



APPENDIX 6 – BUSHFIRE HAZARD ASSESSMENT



APPENDIX 7 – VEGETATION RETENTION PLAN



APPENDIX 8 – TRAFFIC IMPACT ASSESSMENT
