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APPLICATION REF
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DTS Group Qld Pty Ltd – Urban Planning

177-183 Douglas Street, Oxley QLD 4075

Appendix A – Code Assessment

On behalf of
Focas Investments Pty Ltd and SJLAG Pty Ltd

October 2026

7.2.4.1 Darra-Oxley district neighbourhood plan code

7.2.4.1.3 Performance outcomes and acceptable outcomes

Table 7.2.4.1.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	
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 is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	**AO1** Development complies with the number of storeys, building height and gross floor area in Table 7.2.4.1.3.B. Note—Neighbourhood plans will mostly specify the maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and height in metres is specified.	**Not Applicable** The proposed development is for reconfiguring a lot and does not involve the construction of any structures or buildings. Regardless, future residential development on the site is anticipated to comply with the requirements under Table 7.2.4.1.3.B.
PO2 Development creates an integrated and continuous pedestrian and cyclist network that facilitates logical and	**AO2** Development provides pedestrian and bicycle paths as shown in Figure a and Figure b.	**Not Applicable** The subject site is not identified as having to provide pedestrian and cycle paths.

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direct access to activity centres, public transport facilities and public open spaces.		
PO3 Development supports the creation of a road network that efficiently provides for the movement of vehicles.	**AO3** Development provides road infrastructure in accordance with Council standards, as shown in Figure a, Figure b and Figure c.	**Complies** The development involves a new road, which is designed in accordance with Council's requirements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further information.
If in the Darra centre precinct (Darra—Oxley district neighbourhood plan/NPP-001), where in the Darra suburban centre sub-precinct (Darra—Oxley district neighbourhood plan/NPP-001a) or the Darra residential sub-precinct (Darra—Oxley district neighbourhood plan/NPP-001b), or if in the Oxley centre precinct (Darra—Oxley district neighbourhood plan/NPP-002), where in the Oxley suburban centre sub-precinct (Darra—Oxley district neighbourhood plan/NPP-002a) or the Oxley residential sub-precinct (Darra—Oxley district neighbourhood plan/NPP-002b)		
Not Applicable – The subject site is not located within the specified precincts or sub-precincts.		

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9.4.10 Subdivision code

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	**AO1.1** Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	**Complies & Performance Outcome** The proposed reconfiguration results in 14 small lots and 2 rear access lots. Lots 12-14 are able to comply with the minimum size requirements prescribed under Table 9.4.10.3.B of the Subdivision Code, and Lots 1-11 and 15-16 require a performance outcome for AO1. All lots are able to comply with the minimum lot dimension requirements prescribed under Table 9.4.10.3.B. *Refer to **Section 3.2** of the attached Urban Planning Report for further discussion.*
	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	**Complies** The proposed development involves two building envelope plans with areas of 348m^2 and 318m^2 over Lots 13 and 14. The locations of the building envelopes have

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Performance outcomes	Acceptable outcomes	Applicant Response
	subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	been illustrated on the Subdivision Proposal Plan attached under **Appendix B**.
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the	**Complies** The proposed development will not result in any buildings or structures located across lot boundaries or within the required setbacks.

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Performance outcomes	Acceptable outcomes	Applicant Response
	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; 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.	**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. 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.	**Complies** The proposed development involves minor earthworks, which can be undertaken in accordance with reasonable and relevant conditions. Refer to the Civil Engineering Plans, attached under **Appendix C**, for further details.
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	**Complies** The subdivision has the ability to create lots with an average slope in accordance with Council's requirements.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land	**Complies** The specified minimum rectangle dimensions are located on land with an existing slope of less than 1 in 5. Each

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Performance outcomes	Acceptable outcomes	Applicant Response
	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.	allotment has ample area and dimensions to accommodate a future dwelling house. Refer to the Subdivision Proposal Plans, attached under **Appendix B**, and the Civil Engineering Plans, attached under **Appendix C**, for further details.
	AO2.4 Development does not involve the creation of canals or artificial waterways.	**Complies** No canals or artificial waterways are proposed.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating:	**AO3.1** Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	**Complies** The proposed development provides a new road in accordance with the established pattern of development in the area. As illustrated on the Subdivision Proposal Plan under **Appendix B**, Costalot Street exists south of the subject site. The proposed development provides for the logical extension of Costalot Street in alignment with the existing road reserves. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposed lots will achieve access to either Douglas Street or the new road connecting to Costalot Street, in accordance with the requirements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.

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Performance outcomes	Acceptable outcomes	Applicant Response
I. high levels of pedestrian traffic; II. large subtropical street trees; III. on-street parking.	**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; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	**Complies & Performance Outcome** The development involves the creation of a new road (extension from Costalot Street) located in the centre of the site, facilitating access to Lots 6-16. The development will gain direct access to Douglas Street for Lots 1-5 via individual vehicle crossovers at the eastern boundary. It is noted that Douglas Street is classified as a District Road (Major Road). While the proposal increases the number of lots achieving direct access to a major road, it is not anticipated to introduce adverse traffic impacts to the area, nor will it adversely impact the existing streetscape. Residential driveway access to Douglas Street is well established, with several residential lots in the immediate area and a great number of residential lots to the north of the site achieving direct access to Douglas Street. Therefore, the proposed vehicle access arrangement is considered acceptable for the development. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
	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;	**Complies** Access points to each lot will achieve appropriate sight distances. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.

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Performance outcomes	Acceptable outcomes	Applicant Response
	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.	**Complies** Driveway crossovers will be constructed in accordance with the requirements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
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 *Planning Act 2016*.	**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.	**Complies** The proposal provides a 14m wide road corridor, in accordance with Council standards, to accommodate the extension of Costalot Street.
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	**Complies** The proposed lots will convey stormwater to a lawful point of discharge. Refer to the Flood and Stormwater Management Plan **(Appendix F)** for detailed discussion.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or	**Not Applicable** Corner truncations are not required.

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Performance outcomes	Acceptable outcomes	Applicant Response
	b. 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: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land; • 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.	**Complies** The proposed development creates residential allotments that are of an appropriate size and arrangement to accommodate future dwelling houses. The site is identified as containing environmental values, located in the western portion of the lot. An Environmental Assessment Report **(Appendix D)** has been prepared to address the environmental constraints of the site and ensure that the proposal avoids and mitigates hazard to protected areas. Refer to the Environmental Assessment Report, attached under **Appendix D**, and **Section 3** of the attached Urban Planning Report for further discussion.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
PO6	**AO6** No acceptable outcome is prescribed.	**Not Applicable**

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Performance outcomes	Acceptable outcomes	Applicant Response
Development ensures that any rearrangement of a lot boundary: a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.		The proposed development does not involve the rearrangement of a lot boundary.
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO7** No acceptable outcome is prescribed.	**Not Applicable** The proposed development is not for a volumetric subdivision.
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts,	**AO8.1** Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	**Complies** The entirety of the subject site is located within the Emerging Community Zone and the Portal Street Precinct (NPP-004) of the Darra-Oxley District Neighbourhood Plan area. The western portion of the site is mapped within the High Ecological Significance Strategic and Matters of State Environmental Significance sub-categories of the

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Performance outcomes	Acceptable outcomes	Applicant Response
neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.		Biodiversity Areas Overlay due to containing Koala Habitat Area (Core). The lots have been arranged to ensure that higher residential density is focused toward the east of the site, away from the environmental values in the western region. Lots 13 and 14 have been designed as rear access lots and comprises the largest lot areas. Lots 13 and 14 have been designed in response to the existing environmental constraints and involves a designated environmental protection zones, minimal vegetation clearing (exempt clearing), and designated building location envelopes. This ensures that the existing environmental values will not be significantly impacted by the proposed subdivision and any associated residential development in the future. Refer to the Subdivision Proposal Plans **(Appendix B)** and the Environmental Assessment Report **(Appendix D)** for further information.
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	**Complies** There are no adverse amenity, health or safety impacts caused by an adjacent use. However, the western portion of the site is mapped as containing areas of environmental value. To address this, the proposed development has been arranged to ensure that higher residential density is focused toward the east of the site, away from the environmental values in the western region. Lots 13 and 14 have been designed as rear access lots and comprise the largest lot areas. Lots 13 and 14 have been designed in response to the existing environmental constraints and involves a designated environmental protection zones, minimal vegetation clearing (exempt clearing), and designated building location envelopes. This ensures that the existing environmental values will not be significantly impacted by the proposed subdivision and any associated residential development in the future.

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Performance outcomes	Acceptable outcomes	Applicant Response
		Refer to the Subdivision Proposal Plans **(Appendix B)** and the Environmental Assessment Report **(Appendix D)** for further information.
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	**Complies & Performance Outcome** The entirety of the subject site is located within the Emerging Community Zone and the Portal Street Precinct (NPP-004) of the Darra-Oxley District Neighbourhood Plan area. The proposed lots are generally compliant with the requirements under Table 9.4.10.3.B. Refer to the response regarding **AO8.1** above for further discussion.
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	**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	**Complies** The proposed development includes a new road, which is to be connected to the existing road (Costalot Street) to the south of the site. The proposed connection to Costalot Street aligns with the emerging pattern of development in the surrounding area. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further information.

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Performance outcomes	Acceptable outcomes	Applicant Response
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.	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: • 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	**AO10.1**	**Complies**

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Performance outcomes	Acceptable outcomes	Applicant Response
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. 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.	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; 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.	The existing bicycle network (Local Cycle Route) located along Douglas Street to the east is to be maintained as part of the proposal. The proposed pathways are consistent with the established pedestrian networks in the area and with Council's Infrastructure design PSP. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further information.

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Performance outcomes	Acceptable outcomes	Applicant Response
	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.	**Complies** The proposal provides a 14m wide road reserve, consistent with the standards prescribed under the Infrastructure Design PSP. Refer to the Civil Engineering Plans, attached under **Appendix C**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
PO12 Development provides a road network that:	**AO12.1** Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	**Complies** The proposed road extension is consistent with Council's standards.

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Performance outcomes	Acceptable outcomes	Applicant Response
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.		Refer to the Civil Engineering Plans, attached under **Appendix C**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
	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.	**Not Applicable** The subject site does not propose or adjoin a 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.	**Complies** The proposed development is responsive to the site's ecological features, maintains rectilinear allotments, and is consistent with the established pattern of development in the surrounding area. Refer to the Subdivision Proposal Plan, attached under **Appendix B**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
PO13 Development provides connected road, pedestrian and bicycle networks.	**AO13** Development involving new road ensures that a no through road is included only where:	**Complies** The proposed development includes a new road, which is to be connected to the existing road (Costalot Street) to the south of the site. The proposed connection to Costalot Street aligns with the emerging pattern of development in the surrounding area

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Performance outcomes	Acceptable outcomes	Applicant Response
	a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning 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.	and is anticipated to be connected to the existing road furth to the north as part of a future development. Refer to the Subdivision Proposal Plan, attached under **Appendix B**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
PO14	**AO14**	**Complies**

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Performance outcomes	Acceptable outcomes	Applicant Response
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.	Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	The proposed driveways have been located to facilitate on-street parking, in accordance with the standards. Refer to the Subdivision Proposal Plan, attached under **Appendix B**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
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.	**Not Applicable** The proposed development does not involve any intersections.
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.	**Not Applicable** The proposed development does not impact the existing bus stop location and embellishments located along Douglas Street to the south.
PO17 Development provides a transport network that is:	**AO17** Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.	**Not Applicable** A secondary road access is not required.

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Performance outcomes	Acceptable outcomes	Applicant Response
a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	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.	
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m^2 in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m^2 where not associated with a material change of use or in accordance with an approved building. 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 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:	**AO18.1** 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;	**Complies** The proposed development has been designed in accordance with the Darra-Oxley District Neighbourhood Plan Code. The proposal provides new road in accordance with the established pattern of development in the surrounding area. As illustrated on the Subdivision Proposal Plan under **Appendix B**, Costalot Street exists both north and south of the subject site, with undeveloped land parcels between it. The proposed development provides for the logical extension of Costalot Street in alignment with the existing road reserves. Refer to **Section 3** of the attached Urban Planning Report for further discussion.

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Performance outcomes	Acceptable outcomes	Applicant Response
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; 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.	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.	**Not Applicable** The proposed development results in 16 residential lots and is not anticipated to generate significant pedestrian movements. No street blocks are proposed.

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Performance outcomes	Acceptable outcomes	Applicant Response
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	**Complies** The proposed development has been designed with due consideration of the site's physical characteristics, existing vegetation, and surrounding land use context. The layout responds to identified ecological values by retaining the primary vegetated area within the western portion of the site, ensuring that significant vegetation is incorporated into a contiguous EPZ. Natural features, including existing vegetation and local drainage patterns, have informed the consolidation of the development footprint within the central and eastern portions of the site, thereby avoiding areas of higher ecological value. The site is mapped to contain vegetation protected under the NALL, including Significant Native Vegetation and Significant Urban Vegetation, and a NALL permit will be submitted if required by council. The subdivision design appropriately reflects the surrounding urban form and responds to adjoining residential development, the existing road network, and nearby open space areas. Connectivity to surrounding areas is maintained, while the retention of the western corridor aligns with adjacent environmental areas and contributes to the broader network of vegetated corridors within the locality. Accordingly, the layout retains and responds to relevant physical features and integrates with the surrounding built and environmental context.

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Performance outcomes	Acceptable outcomes	Applicant Response
		Refer to the Environmental Assessment Report, attached under **Appendix D**, for further information.
	AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	**Not Applicable** There are no identified heritage or character buildings on the site requiring integration into the development layout.
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.	**Complies** All of the proposed lots are located within 400m walking distance of existing bus stop along Douglas Street to the south of the site.
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	**AO21.1** 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.	**Performance Outcome** Due to the shape of the subject site, the alignment of existing road infrastructure, and the alignment of the environmental corridor, the creation of north-facing small lots is not possible. Notwithstanding, the proposed allotments have a gentle slope and a generous lot depth to facilitate climate-responsive design. All lots will be able to achieve access to sunlight and breezes.
	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-	**Not Applicable** The proposal does not involve a building envelope plan for a small lot. All proposed lots are of a regular shape with ample dimensions to accommodate a future dwelling

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Performance outcomes	Acceptable outcomes	Applicant Response
	east if this can be accommodated to the rear or side of buildings.	house. Future residential development will be able to comply with the private open space requirements.
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 *Land Title Act 1994* and the *Land Act 1994*.	**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.	**Complies** The site is located within the Emerging Community Zone and the zone code prescribes as residential density of approximately 18 dwellings per hectare. The proposed development involves a residential density of approximately 12.23 dwellings per hectare, consistent with the intentions of the zone code. The proposal provides rectilinear lots that are consistent with the low-density residential character in the surrounding area.
	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;	**Complies** The proposed development involves 14 new small lots that are consistent with the existing lot character in the surrounding area. Lots 1-5 front Douglas Street and Lots 6-16 have access to Costalot Street (new road). All lots are within 400m walking distance to the existing bus stop along Douglas Street to the south.

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Performance outcomes	Acceptable outcomes	Applicant Response
	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 *Land Title Act 1994* and *Land Act 1994*. 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; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;	**Not Applicable** The proposed development is for residential lots.

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Performance outcomes	Acceptable outcomes	Applicant Response
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.	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.	**Not Applicable** The development does not provide any lots for multiple dwellings.
	AO24.2 Development ensures that a lot that is less than 350m^2 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.	**Complies** The majority of lots are able to achieve a minimum frontage width of 10m. Lots 1, 3 and 10 have a frontage width of 9.5m and are located mid-block. The proposed lots that are less than 350m^2 are grouped together mid-block and are not more than 6 lots in a row.
	AO24.3	**Not Applicable**

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Performance outcomes	Acceptable outcomes	Applicant Response
	Development provides for larger lots located on corners or at the end of T-intersections.	The proposed development does not involve corner lots and is not located at the end of a T-intersection.
PO25 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	**AO25.1** Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	**Complies** The proposed lots involve a depth dimension greater than the width dimension in accordance with Table 9.4.10.3.B.
	AO25.2 Development with lots less than 600m^2 provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	**Complies** All proposed lots are rectangular in shape and are orientated generally in accordance with 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.	**Not Applicable** The proposed development does not involve a 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 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary	**AO27.1** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:	**Not Applicable** The proposed small lots are able to comply with the minimum dimension requirements of 9m x 15m in Table 9.4.10.3.B.

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Performance outcomes	Acceptable outcomes	Applicant Response
structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	Not development footprint plans are required for the proposed small lots.
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	**Not Applicable** The proposed small lots are able to comply with the minimum dimension requirements of 9m x 15m in Table 9.4.10.3.B. Regardless, the proposed development is capable of siting future residential development and achieving an adequate distribution of private open space in accordance with the requirements.
	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls.	**Not Applicable**

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Performance outcomes	Acceptable outcomes	Applicant Response
	Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	The proposed small lots are able to comply with the minimum dimension requirements of 9m x 15m in Table 9.4.10.3.B. Not development footprint plans are required for the proposed small lots.
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	**Performance Outcome** The proposed development provides lots with a frontage width exceeding 10m, except for Lots 1,3 and 10, which have frontages of 9.5m. Not development footprint plans are required for the proposed small lots. Refer to **Section 3** of the Urban Planning Report for further discussion.
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
Not Applicable – the subject site is not located in the Industry zones category or the Extractive industry zone.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
Not Applicable – the subject site is not in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone.		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a		

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Performance outcomes	Acceptable outcomes	Applicant Response
very-low density residential potential development area identified in a neighbourhood plan		
Not Applicable – the subject site is not in the Environmental management zone, Rural zone or very-low density residential potential development area in a neighbourhood plan.		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
Not Applicable – the proposed development is for the creation of freehold lots.		

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9.4.3 Filling and excavation code

UES response - 177-183 Douglas Street, Oxley

Site	177 and 183 Douglas Street, Oxley QLD 4075 (Lots 23 and 24 on RP29491)
Proposal	Reconfiguring a lot - 2 into 16 lots and new road (extension of Costalot Street)
Applicant	Focas Investments Pty Ltd and SJLAG Pty Ltd
Council reference	Prelodgement ASR-19961-N0P (meeting 3 August 2026);
Drawings referenced	UES Civil DA drawings C0574-DA-GEN-001 to 003, RDW-100, RDW-101, BEW-200, BEW-201, SWD-300, SEW-400 and RWM-500, Rev B dated 13/10/2026
Reports referenced	Lambert & Rehbein (SEQ) Traffic Technical Note B22051TN002 Rev B dated 12/10/2026; DTS Subdivision Concept Plan 6420 Rev G4 dated 2/10/2026; Egis site-based stormwater management plan BNE02287_0001 -REP-001-0
Prepared by	Dean Payne, RPEQ 4802 - Urban Engineering Services Pty Ltd – 13/10/2026

9.4.3.1 Application

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

9.4.3.2 Purpose

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

9.4.3.3 Performance outcomes and acceptable outcomes

Table 9.4.3.3.A - Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: a. 2.5m in a zone in the Industry zones category; b. 1m in all other zones, or if adjoining a sensitive zone.	Complies. Bulk earthworks are shown on Drawings C0574-DA-BEW-200 and BEW-201. Earthworks comprise formation of the Costalot Street extension and lot shaping, with a total cut of 776m³, total fill of 305m³ and net cut of 472m³ (survey to design surface, excluding topsoil stripping, bulking, service trenching and pavement boxing). Cut and fill depths are generally within 0.25m, with fill of up to 0.5m on Lots 6 to 10 and localised cut of no more than 0.75m. The total height of cut and fill does not exceed 1m. Lots 1 to 5 and 11 to 16 grade at approximately 3.5% to 5.5% to their road frontage and Lots 6 to 10 grade at approximately 5% to 6.2% to the rear, generally following the existing fall from approximately RL 24.2 at the western boundary to RL 18.4 at Douglas Street (Drawings C0574-DA-GEN-002 and BEW-201).
PO2 Development of a retaining wall proposed as a result of filling or excavation: a. is designed and constructed to be fit for purpose; b. does not impact adversely on significant vegetation; c. is capable of easy maintenance. *Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.*	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: a. is wholly contained within the site; b. if the total height to be retained is greater than 1m, then: i. the retaining wall at the property boundary is no greater than 1m above the ground level; ii. all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas. **AO2.2** Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland. **AO2.3** Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary. **AO2.4** Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy.	Complies. No retaining walls are shown on the Rev B drawings. Where fill on Lots 6 and 10 meets the northern and southern site boundaries, the edge will be battered or retained by a low wall wholly within the site. Any retaining wall will be no more than 1.0m high, wholly contained within the site, clear of the environmental protection zone (EPZ) at the rear of Lots 13 and 14, and designed and certified by a Registered Professional Engineer Queensland (Dean Payne, RPEQ 4802) in accordance with the structures standards of the Infrastructure design planning scheme policy. Walls within 750mm of a boundary will have a maintenance-free finish. Any fill will be clean fill only, free of construction rubble, debris and weed material.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	**AO3** Development ensures that a rock anchor:	Not applicable. The development does not involve any rock anchors.

Performance outcomes	Acceptable outcomes	Comments
	a. is constructed in accordance with the standards in the Infrastructure design planning scheme policy; b. where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	
PO4 Development protects all services and public utilities.	**AO4** Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	Complies. Existing services are identified on Drawing C0574-DA-GEN-002, including the water and sewer mains, overhead electricity and telecommunications in Douglas Street, and the existing infrastructure at the Costalot Street tie-in. Existing water connections will be capped and existing sewer property connections capped and reconstructed. New DN100 sewer connections for Lots 1, 4 and 5 will connect to the existing main in the Douglas Street verge (Drawings C0574-DA-SEW-400 and RWM-500). All alterations will be carried out to the standard design specifications of the relevant authority (Urban Utilities for water and sewer; Energex and NBN Co for electricity and telecommunications).
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	**AO5** Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies. Lots 1 to 5 and 11 to 16 are graded to their road frontage and discharge roofwater to the kerb via 120 x 75 RHS kerb adaptors (Douglas Street for Lots 1 to 5 and Costalot Street for Lots 11 to 16). Lots 6 to 10 are graded to the rear and drain to inter-allotment drainage pits, piped in 1.0m wide roofwater easements along the Lot 2/3 and Lot 4/5 boundaries to kerb adaptors in Douglas Street (Drawing C0574-DA-SWD-300). Road runoff from the Costalot Street extension is collected by gully pits and piped to the existing gully pit in Costalot Street. The northern end of the Costalot Street extension is a sag against the northern boundary. The sag gully pits and the pipe running south through the road crest to the existing Costalot Street network are sized to capture and convey flows up to and including the 1% AEP event, so that no overland flow is discharged onto Lot 25 on RP29491. All surface and subsoil flows are directed to a lawful point of discharge, preventing seepage, concentration of run-off or ponding on adjacent land.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. *Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.*	**AO6** Filling or excavation does not involve the construction of open drainage.	Complies. No open drainage is proposed. Stormwater is conveyed by kerb and channel, a piped drainage system within the road reserve and inter-allotment drainage within easements.

Performance outcomes	Acceptable outcomes	Comments
PO7 Development for filling or excavation: a. does not degrade water quality or adversely affect environmental values in receiving waters; b. ensures site sediment and erosion control standards are best practice.	**AO7.1** Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy. **AO7.2** Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies. Operational stormwater quality is addressed in the Stormwater code response and the Egis site-based stormwater management plan BNE02287_0001 -REP-001-0, including the proposed street tree pits to BCC Standard Drawing BSD-9008. Erosion and sediment control will be implemented throughout construction in accordance with best practice and the infrastructure design planning scheme policy. An Erosion Hazard Assessment Form accompanies the application.
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. *Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO8.1** Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site. **AO8.2** Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies. Demolition and earthworks will be managed so that dust, including dust from construction vehicles entering and leaving the site, does not extend beyond the site boundary. Filling and excavation will only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. *Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.*	**AO9** Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Complies. Earthworks are minor and will be carried out with standard civil plant. No blasting or other activity capable of generating ground-borne vibration beyond the site boundary is proposed.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	**AO10** Development ensures that heavy trucks hauling material to and from the site: a. occur for a maximum of 3 weeks; b. use a major road to access the site; c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	Complies. Haulage is limited to export of the net cut of approximately 472m³ (plus topsoil, bulking, trenching and pavement boxing spoil) and import of pavement materials. Truck movements will be short-term, within a 3-week period, and use Douglas Street (district road) for site access.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	**AO11** Development does not involve: a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; b. filling with material containing a contaminant.	Complies. The site has been used for residential purposes and is not listed on the Environmental Management Register or the Contaminated Land Register. No excavation of contaminated land and no filling with contaminated material is proposed.
PO12 Development provides for:	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain.	Not applicable. No artificial growing environments are proposed. The street tree pits in the Costalot Street verge are passively irrigated by road runoff and drained to the stormwater system in

Performance outcomes	Acceptable outcomes	Comments
a. landscaping for water conservation purposes; b. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; c. drainage and stormwater measures to reduce any adverse impacts on the landscape; d. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; e. reticulated irrigation to all artificial growing environments.	**AO12.2** Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy. **AO12.3** Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. **AO12.4** Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	accordance with BSD-9008. Landscaping of each lot is a matter for the future dwelling stage.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	**AO13** Development does not involve the creation of canals or artificial waterways.	Not applicable. The development does not involve the creation of canals or artificial waterways.

Tables 9.4.3.3.B to 9.4.3.3.E (vibration criteria) - refer City Plan 2014. No blasting or vibration-intensive work is proposed.

9.4.4 Infrastructure design code

UES response - 177-183 Douglas Street, Oxley

Site	177 and 183 Douglas Street, Oxley QLD 4075 (Lots 23 and 24 on RP29491)
Proposal	Reconfiguring a lot - 2 into 16 lots and new road (extension of Costalot Street)
Applicant	Focas Investments Pty Ltd and SJLAG Pty Ltd
Council reference	Prelodgement ASR-19961-N0P (meeting 3 August 2026);
Drawings referenced	UES Civil DA drawings C0574-DA-GEN-001 to 003, RDW-100, RDW-101, BEW-200, BEW-201, SWD-300, SEW-400 and RWM-500, Rev B dated 13/10/2026
Reports referenced	Lambert & Rehbein (SEQ) Traffic Technical Note B22051TN002 Rev B dated 12/10/2026; DTS Subdivision Concept Plan 6420 Rev G4 dated 2/10/2026; Egis site-based stormwater management plan BNE02287_0001 -REP-001-0
Prepared by	Dean Payne, RPEQ 4802 - Urban Engineering Services Pty Ltd – 13/10/2026

9.4.4.1 Application

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

9.4.4.2 Purpose

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

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.A - Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy; b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost. *Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.*	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The development extends Costalot Street through the centre of the site as a local residential street with a 14m road reserve, 5.5m carriageway and 4.25m verges (Drawing C0574-DA-RDW-101). The alignment ties into the existing Costalot Street to the south and the dedicated road segment to the north beyond 171 Douglas Street, as supported at prelodgement. Lots 6 to 12, 15 and 16 take access from the new road via 2.5m driveways to BSD-2022, and rear Lots 13 and 14 via a 6.5m shared access easement and a 5.5m Type B1 crossover to BSD-2021. Lots 1 to 5 take direct access from Douglas Street (district road). This is sought as a performance outcome, and Council has provided written support following the prelodgement meeting (3 August 2026), given the established pattern of direct lot access along Douglas Street. The development generates up to 14 peak hour trips, below the 25vph major development threshold in the TAPS PSP, with no material impact on the road network (Lambert & Rehbein Traffic Technical Note B22051TN002 Rev B (12/10/2026), RPEQ endorsed). The road will be designed and constructed to the road corridor design standards of the Infrastructure design planning scheme policy.
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort.	**AO2** Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The Costalot Street pavement will be designed at operational works to the Infrastructure design planning scheme policy, based on geotechnical subgrade testing and the design traffic loading for a local residential street. The pavement has 2.5% crossfall to kerb and channel for all-weather access and drainage (Drawing C0574-DA-RDW-101). The vertical alignment rises at 2.8% from the existing Costalot Street to a crest at CH 50.48 and falls at 1.6% to a sag at the northern boundary. The sag is drained by gully pits piped south through the crest to the existing Costalot Street network, with capacity for the 1% AEP flow so that no overland flow is discharged onto Lot 25 on RP29491.
PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users;	**AO3** Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. Type D kerb and channel to BCC Standard Drawing BSD-2001 is provided on both sides of the Costalot Street extension, matching the existing kerb at the southern tie-in. The existing Type E kerb and channel to Douglas

Performance outcomes	Acceptable outcomes	Comments
b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.		Street is retained. Kerb ramps will be provided where footpaths cross kerbs.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	**AO4** Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Complies. The 4.25m verges accommodate a 1.2m concrete footpath offset 1.42m from the property boundary, service allocations, driveway crossings and street tree pits to BSD-9008 (Drawings C0574-DA-RDW-101 and SWD-300). The Douglas Street verge will be restored after services and crossover works.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape.	**AO5** Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. No lane or laneway is identified on the Streetscape hierarchy overlay map or in the Darra-Oxley District neighbourhood plan for this site.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage;	**AO6** Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway; g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	Complies. Douglas Street is fully constructed with kerb and channel along the frontage. All redundant crossovers and roofwater outlets will be closed and removed, with the concrete kerb and channel and verge reinstated, as required by Council at prelodgement. New 2.5m driveway crossings to Lots 1 to 5 will be constructed to BSD-2022, with no permanent obstructions and sight distance exceeding 83m in both directions (both roundabouts visible), generally in accordance with AS2890.1. The Lot 1 crossover is located clear of the 12.5m set down length of the adjacent bus stop (Translink stop 010131) and only partially within the 10m departure zone, maintaining the minimum arrival and departure zones for an intermediate bus stop under the Translink Public Transport Infrastructure Manual (2015), with no impact on bus stop operations (Lambert & Rehbein Traffic Technical Note B22051TN002 Rev B (12/10/2026)). New roofwater outlets will be provided via kerb adaptors to BSD-8114. The new road frontage is addressed under PO1 to PO4.

Performance outcomes	Acceptable outcomes	Comments
h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.		
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth; g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation. *Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.*	**AO7** Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Complies. A 1.2m concrete footpath is provided along Costalot Street and connects to the existing footpath network to the south. Cyclists share the low-speed local street carriageway. No designated bicycle network route affects the site.
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	**AO8.1** Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. **AO8.2** Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. *Note—Refer to the Refuse planning scheme policy for further guidance.*	Complies. Each lot is serviced by standard kerbside collection with space for two mobile bins at the Douglas Street or Costalot Street kerb. Bins for Lots 13 and 14 are presented within the access easement splays at the kerb, and bins for Lot 6 are presented at the Lot 7 frontage (Drawing C0574-DA-GEN-003). Until 171 Douglas Street develops and the ultimate Costalot Street corridor is formed, Council's side-loading refuse vehicle turns around using the 5.5m shared driveway to Lots 13 and 14. The second reverse movement is limited to approximately 20m, generally in accordance with the Refuse PSP. This temporary arrangement is demonstrated by swept path assessment in the Lambert & Rehbein Traffic Technical Note B22051TN002 Rev B (12/10/2026). Yellow 'no standing' line marking will be provided to keep the turnaround area clear.

Performance outcomes	Acceptable outcomes	Comments
PO9 Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	**AO9.1** Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. **AO9.2** Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor—retailer.	Complies. Water: a DN180 PE100 SDR11 water main is provided in Costalot Street, with new property connections and meters to each lot and redundant connections capped (Drawing C0574-DA-RWM-500). Sewer: a DN160 sewer main with new maintenance structures is provided through the site, connecting to the existing sewer network. Lots 1, 4 and 5 are served by new DN100 connections to the existing main in the Douglas Street verge, and existing property connections are capped and reconstructed (Drawing C0574-DA-SEW-400). All works will be designed and constructed to Urban Utilities standards under the Urban Utilities water and sewer approval.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	**AO10.1** Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. *Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.* **AO10.2** Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. **AO10.3** Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	Complies. Underground electricity and NBN are provided in the Costalot Street verges in common trenching, with power pillars and NBN pits, and services trenches to Lots 13 and 14 within the access handle (Drawing C0574-DA-GEN-003). Services are kept within the road reserve and development footprint, clear of the EPZ at the rear of Lots 13 and 14. Street lighting to Costalot Street will be designed at operational works in accordance with the infrastructure design planning scheme policy and Energex requirements.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	**AO11** Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	Complies. Each lot is provided with underground electricity (Energex) and telecommunications (NBN Co) to the standards of the approved suppliers. Reticulated gas is not proposed.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	**AO12** Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area.	Not applicable. The development is not a major public project. NBN conduits are provided to all lots.

Performance outcomes	Acceptable outcomes	Comments
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed as an integrated part of the project design, conceptually relevant to the location, reflecting community cultural values and promoting local character.	**AO13** Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not applicable. No public art is identified in a neighbourhood plan or park concept plan for this site.
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	**AO14** Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.	Not applicable. No signage of this type is proposed. Street name signage for the Costalot Street extension will be provided to BCC standards.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	**AO15** Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not applicable. No community facilities are proposed.
PO16 Development provides public toilets which are required as part of a community facility or park and are safe, durable, vandal resistant, able to service expected demand and fit for purpose.	**AO16** Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not applicable. No public toilets are proposed.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology.	**AO17** Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable. No bridges, tunnels, elevated structures or water access structures are proposed.
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology.	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not applicable. No culverts are proposed.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: a. safety;	**AO19** Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Complies. Bulk earthworks are shown on Drawings C0574-DA-BEW-200 and BEW-201 (cut 776m³, fill 305m³, net cut 472m³), with cut and fill generally within 0.5m and no more than 0.75m. No retaining walls are shown on the Rev B drawings. Any retaining wall required at operational works, including at the fill edges adjoining the northern and southern boundaries at Lots 6 and 10, will be

Performance outcomes	Acceptable outcomes	Comments
b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. minimal whole-of-life cost; e. longevity; f. minimal water seepage. *Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.*		no more than 1.0m high and designed and certified by a Registered Professional Engineer Queensland (Dean Payne, RPEQ 4802) in accordance with the structure's standards, with subsoil drainage directed to a lawful point of discharge.
If for development with a gross floor area greater than 1,000m²		Not applicable. The development is a reconfiguration of a lot and does not involve building work with a gross floor area greater than 1,000m². The existing dwellings are to be demolished.
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts. *Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome.*	**AO20** Development ensures that during construction: a. the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; b. adjoining and surrounding landscaping is protected from damage; c. safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	Complies. Works are confined to the site, the Costalot Street tie-in and the Douglas Street frontage. A construction management plan, including traffic management for Douglas Street and the Costalot Street connection, will be provided at operational works. Retained vegetation and the EPZ will be protected by tree protection fencing.
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site.	**AO21.1** Development ensures that demolition and construction: a. only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; b. do not occur over periods greater than 6 months. **AO21.2** Development including construction and demolition does not release dust emissions beyond the boundary of the site. **AO21.3** Development construction and demolition does not involve asbestos-containing materials.	Complies. Demolition of the existing dwellings and structures and the civil works will occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays, with dust suppression measures in place. Any asbestos-containing material in the existing structures will be identified before demolition and removed by a licensed contractor.
PO22 Development ensures that: a. construction and demolition do not result in damage to surrounding property as a result of vibration; b. vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E.	**AO22** Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	Complies. No blasting or vibration-intensive activity is proposed. Standard civil plant will be used.

Performance outcomes	Acceptable outcomes	Comments
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		Not applicable. All lots are freehold lots with frontage to a public road. Lots 13 and 14 are accessed by a 6.5m reciprocal access easement, not common private title.
PO23 Development ensures that fire hydrants are: a. installed and located to enable fire services to access water safely, effectively and efficiently; b. suitably identified so that fire services can locate them at all hours.	**AO23.1** Above or below ground fire hydrants are provided on residential, commercial and industrial streets and private roads, at not more than 90m intervals, and at each street intersection. **AO23.2** Fire hydrants are identified by raised reflectorised pavement markers (RRPM) on sealed roads, or marker posts where on an unsealed road.	Not applicable (refer above). Fire hydrants will be provided on the new DN180 water main in Costalot Street at the spacing required by Urban Utilities and identified with RRPMs.
PO24 Development ensures road widths and construction within the development, are adequate for refuse vehicles and for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.	**AO24** Internal private roads have a minimum roadway clearance between obstructions of 3.5m wide and 4.8m high in addition to any width required for on-street parking.	Not applicable. No internal private roads are proposed. Refuse and emergency vehicle access is via the public road network, including the Costalot Street extension. The interim refuse vehicle turnaround is addressed under PO8.
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		Not applicable.
PO25 Development avoids or otherwise minimises adverse impacts on surrounding land uses through the use of buffers and setbacks and the appropriate design and location of plant and operational areas within the site.	**AO25** No acceptable outcome is prescribed.	Not applicable. The development is not for major electricity infrastructure or bulk water supply infrastructure.
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		Not applicable.
PO26 Development is sited and designed to: a. avoid safety risks to people or property; b. minimise noise and visual impacts to people and property; c. ensure the physical integrity and operation, maintenance and expansion of the infrastructure is not compromised.	**AO26** No acceptable outcome is prescribed.	Not applicable. The development does not affect major electricity or bulk water supply infrastructure.

Tables 9.4.4.3.B to 9.4.4.3.E (vibration criteria) - refer City Plan 2014.

9.4.5 Landscape work code

9.4.5.3 Performance outcomes and acceptable outcomes

Table 9.4.5.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
PO1 Development ensures that trees are protected from development impacts.	**AO1.1** Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	**Complies** Any trees proposed to be retained will be protected. Any tree surgery or pruning will be carried out in accordance with the applicable standards. Refer to the Environmental Assessment Report and Tree Retention Plan under **Appendix D** for details.
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (a) vegetation requiring pruning of branches and/or roots.	
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	**AO2.1** Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking	**Not Applicable** The proposal seeks approval for a residential subdivision, no use codes apply.

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Performance outcomes	Acceptable outcomes	Applicant Response
	two publicly accessible areas.	
	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	**AO3** Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	**Not Applicable** The proposal seeks approval for a residential subdivision, no use codes apply.
PO4 Development has artificial growing environments which: (a) maximise opportunities for high-quality landscape planting; (b) incorporate water conservation measures.	**AO4.1** Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	**Not Applicable** The proposed development is for a residential lot subdivision. No podium planters or artificial growing environments are proposed.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	**AO5.1** Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy.	**Complies** The proposal seeks approval for a residential lot subdivision. While no onsite planting is proposed, street trees will be provided in accordance with Council's standards. Refer to the Environmental Assessment Report and Tree Retention Plan under **Appendix D** for details.

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Performance outcomes	Acceptable outcomes	Applicant Response
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	
PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	**AO6** Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	**Complies** Street trees will be provided in the proposed road reserve in accordance with Council's standards.
PO7 Development provides a plant selection which addresses the functional issues of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) amenity.	**AO7** Development provides species in accordance with the Planting species planning scheme policy.	**Complies** Street trees will include species in accordance with the Planting species planning scheme policy. Refer to the Environmental Assessment Report and Tree Retention Plan under **Appendix D** for details.
PO8 Development provides planting densities and stock sizes which are optimised to: (a) reduce maintenance and erosion; (b) achieve amenity and ecological outcomes; (c) provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development.	**AO8.1** Development provides planting densities and stock sizes when planting in natural ground which achieves: (a) full coverage of the mulched planting areas within 2 years; (b) 95% coverage of the extent of the elevation within 2 years where for green facades.	**Not Applicable** The proposal seeks approval for a residential subdivision. No specific landscaped areas are required, and street trees will be provided in accordance with Council's requirements.
	AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	

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Performance outcomes	Acceptable outcomes	Applicant Response
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	**AO9.1** Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. **AO9.2** Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	**Not Applicable** No car parking areas are proposed.
PO10 Development for a shade structure does not compromise landscape outcomes.	**AO10** Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	**Not Applicable** No shade structures or car parks are proposed.
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	**AO11** Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.	**Complies** Any retaining walls required will be designed and constructed in accordance with Infrastructure design planning scheme policy and will be certified by a Registered Professional Engineer Queensland.
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; (b) drainage and stormwater management measures to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments.	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain. **AO12.2** Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy. **AO12.3** Development provides areas of pavement, turf, landscaping and mulched garden beds which are	**Complies** The proposal is for a residential subdivision and will create 16 residential allotments with ample area for landscaping. Street trees will be provided in the road reserve in accordance with Council's requirements. No specific landscaped areas are required.

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Performance outcomes	Acceptable outcomes	Applicant Response
	adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	
PO13 Development provides landscaping and supporting growing environmental which: (a) are safe; (b) ensure efficient and effective maintenance; (c) ensures success and long-term performance.	**AO13.1** Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	**Complies** The proposal is for a residential subdivision and will create 16 residential allotments with ample area for landscaping. Street trees will be provided in the road reserve in accordance with Council's requirements. No specific landscaped areas are required.
	AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	

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Performance outcomes	Acceptable outcomes	Applicant Response
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	**AO14** Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	**Complies** Appropriate street tree species will be provided.
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. Note—Guidance is provided in the Landscape design planning scheme policy.	**AO15.1** Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.	**Not Applicable** The proposed development does not involve artificial growing environments.
	AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	
PO16 Development incorporating a rooftop garden provides landscaping that: (a) is integrated into the rooftop garden design; (b) ensures that landscaped open spaces dominate the built form elements; (c) contributes to shade of communal open space; (d) enhances the visual amenity and function of different rooftop garden spaces; (e) contributes to greening the building appearance when viewed from external public vantage points.	**AO16.1** Development incorporating a rooftop garden provides landscaping that includes: (a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; (b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; (c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade	**Not Applicable** The proposed development does not involve a rooftop garden.

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Performance outcomes	Acceptable outcomes	Applicant Response
Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	cover of rooftop communal open space within 5 years.	
	AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: (a) a minimum 75% open to the sky; (b) provided in addition to any artificial soft landscape features.	

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9.4.7 Outdoor lighting code

9.4.7.3 Performance outcomes and acceptable outcomes

Table 9.4.7.3—Performance outcomes and acceptable outcomes

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

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9.3.17 Park planning and design code

9.3.17.3 Performance outcomes and acceptable outcomes

Note: No parks are proposed as part of the development. No assessment against this code is deemed necessary.

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9.4.9 Stormwater code

UES response - 177-183 Douglas Street, Oxley

Site	177 and 183 Douglas Street, Oxley QLD 4075 (Lots 23 and 24 on RP29491)
Proposal	Reconfiguring a lot - 2 into 16 lots and new road (extension of Costalot Street)
Applicant	Focas Investments Pty Ltd and SJLAG Pty Ltd
Council reference	Prelodgement ASR-19961-N0P (meeting 3 August 2026)
Drawings referenced	UES Civil DA drawings C0574-DA-GEN-001 to 003, RDW-100, RDW-101, BEW-200, BEW-201, SWD-300, SEW-400 and RWM-500, Rev B dated 13/10/2026
Reports referenced	Lambert & Rehbein (SEQ) Traffic Technical Note B22051TN002 Rev B dated 12/10/2026; DTS Subdivision Concept Plan 6420 Rev G4 dated 2/10/2026; Egis site-based stormwater management plan BNE02287_0001 -REP-001-0
Prepared by	Dean Payne, RPEQ 4802 - Urban Engineering Services Pty Ltd – 13/10/2026

9.4.9.1 Application

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

9.4.9.2 Purpose

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

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.A - Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—If for a material change of use, reconfiguring a lot, operational work or building work		The development is high-risk development under Section B (refer below). A site-based stormwater

Performance outcomes	Acceptable outcomes	Comments
Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		management plan prepared by an RPEQ at Egis reference BNE02287_0001 -REP-001-0 accompanies the application.
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a. minimise flooding; b. protect environmental values of receiving waters; c. maximise the use of water sensitive urban design; d. minimise safety risk to all persons; e. maximise the use of natural waterway corridors and natural channel design principles. *Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.*	**AO1** Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Complies. The stormwater system is shown on Drawing C0574-DA-SWD-300. Lots 1 to 5 discharge roofwater to the Douglas Street kerb via 120 x 75 RHS kerb adaptors. Lots 11 to 16 discharge to the Costalot Street kerb via kerb adaptors. Lots 6 to 10 are graded to the rear and drain to inter-allotment drainage pits, piped in 1.0m wide roofwater easements along the Lot 2/3 and Lot 4/5 boundaries to kerb adaptors in Douglas Street. Road runoff from the Costalot Street extension is collected by new gully pits and connected to the existing gully pit in Costalot Street. The northern end of the Costalot Street extension is a sag against the northern boundary. The sag gully pits and the pipe running south through the road crest to the existing Costalot Street network are sized to capture and convey flows up to and including the 1% AEP event, so that no overland flow is discharged onto Lot 25 on RP29491. Street tree pits to BSD-9008 are provided in the Costalot Street verge. The system will be designed to the Infrastructure design planning scheme policy.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	**AO2.1** Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises. **AO2.2** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies. Earthworks are limited to road formation and lot shaping (cut 776m³ and fill 305m³, generally within 0.5m - Drawing C0574-DA-BEW-200), and the lots generally follow the existing fall to the east, so the drainage characteristics of up-slope, down-slope and adjacent premises are maintained. Fill on Lots 6 to 10 is graded east to the rear inter-allotment drainage, not towards the adjoining northern and southern properties. The northern sag of the Costalot Street extension is piped for the 1% AEP, so road runoff is not directed onto Lot 25 on RP29491. On-site detention is not proposed. The site discharges to the Douglas Street kerb and channel and the existing Costalot Street drainage. The Egis SBSMP BNE02287_0001 -REP-001-0 demonstrates that the development does not cause an actionable nuisance or worsening to downstream properties or the receiving network BNE02287_0001 -REP-001-0.

Performance outcomes	Acceptable outcomes	Comments
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	**AO3.1** Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor. **AO3.2** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. **AO3.3** Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy. **AO3.4** Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Complies. The public drainage system, including the 1% AEP pipe from the northern sag, is contained within the Costalot Street road reserve. Inter-allotment drainage serving Lots 6 to 10 is within 1.0m wide roofwater easements along the Lot 2/3 and Lot 4/5 boundaries. The lawful points of discharge are the Douglas Street kerb and channel and the existing Costalot Street piped drainage system, in accordance with section 7.6 of the Infrastructure design planning scheme policy. No stormwater is discharged to Lot 25 on RP29491.
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	**AO4.1** Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy. **AO4.2** Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Complies. The minor drainage system will be sized at operational works for the developed impervious areas. Major system flows are conveyed within the Costalot Street road reserve and Douglas Street, within the depth and velocity limits of the Infrastructure design planning scheme policy. At the northern sag of Costalot Street, where no overland flow path to a lawful point of discharge is available, the gully pits and the pipe through the road crest to the south are designed to capture and convey the full 1% AEP flow, with inlet blockage applied in accordance with QUDM and the Infrastructure design planning scheme policy. Ponding at the sag in a blockage scenario will be contained within the road reserve below adjoining lot levels.
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	**AO5** Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not applicable. No stormwater channels, creek modification works, bridges, culverts or major drains are proposed.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a. minimises risk to people and property; b. provides for safe access and maintenance; c. minimises ecological impacts to creeks and waterways.	**AO6.1** Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development. **AO6.2** Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies. No detention is proposed. Water quality treatment is by street tree pits to BSD-9008 in the Costalot Street verge. These are outside any waterway corridor, accessible from the road for maintenance, and pose no risk to people or property.

Performance outcomes	Acceptable outcomes	Comments
PO7 Development is designed, including any car parking areas and channel works to: a. reduce property damage; b. provide safe access to the site during the defined flood event.	**AO7.1** Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. *Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).* **AO7.2** Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	Complies. The site is not mapped within the Flood overlay - confirm FloodWise Property Report. Lots are graded to the road frontage (Lots 1 to 5 and 11 to 16) or to rear inter-allotment drainage (Lots 6 to 10), and the northern sag of the new road is piped for the 1% AEP, with safe pedestrian and vehicle access provided in the design event.
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	**AO8.1** Development ensures natural waterway corridors and drainage paths are retained. **AO8.2** Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. *Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.* **AO8.3** Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy. **AO8.4** Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable. No stormwater channels, creek modification works or outlets to waterways are proposed. The EPZ at the rear of Lots 13 and 14 is retained.
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	**AO9** No acceptable outcome is prescribed.	Complies. Impervious areas are limited to the local road and the future dwellings. The rear of Lots 13 and 14 (EPZ) is retained as pervious vegetated area, and the street tree pits capture and use road runoff.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. *Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.*	**AO10** No acceptable outcome is prescribed.	Complies. The stormwater management system, including the tree pits, is accommodated within the road reserve and easements. Refer to the SBSMP BNE02287_0001 -REP-001-0.
PO11	**AO11.1** Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	Complies. The Costalot Street drainage connects to the existing Costalot Street network. As required at prelodgement, a drainage connection for the up-slope external catchment to the west is

Performance outcomes	Acceptable outcomes	Comments
Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b. safe management of stormwater discharge from existing and future up-slope development; c. implication for adjacent and down-slope development.	**AO11.2** Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	provided, sized for ultimate catchment conditions and directed to a lawful point of discharge. The capacity of the existing Costalot Street pit and pipe network, including acceptance of the 1% AEP flow piped from the northern sag, is confirmed in the Egis SBSMP.
PO12 Development provides stormwater infrastructure which: a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b. can be safely accessed and maintained cost effectively; c. ensures no structural damage to existing stormwater infrastructure.	**AO12.1** The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy. **AO12.2** Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	Complies. The gully pits, pipes (including the 1% AEP pipe from the northern sag), kerb adaptors and tree pits are standard BCC infrastructure, located in the road reserve for safe maintenance access. The connection to the existing gully pit will not cause structural damage to existing infrastructure. Clearance to existing and new maintenance holes will be maintained.
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a. the environmental values and water quality objectives of waters; b. waterway hydrology; c. the maintenance and serviceability of stormwater infrastructure. *Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.*	**AO13** No acceptable outcome is prescribed.	Complies. An Erosion Hazard Assessment Form accompanies the application. An erosion and sediment control plan will be prepared at operational works in accordance with the Infrastructure design planning scheme policy, covering demolition, clearing, earthworks, services and landscaping.
PO14 Development ensures that: a. unnecessary disturbance to soil, waterways or drainage channels is avoided;	**AO14** No acceptable outcome is prescribed.	Complies. With cut and fill generally within 0.5m, soil disturbance is limited to the road, services and lot shaping. Disturbed areas will be stabilised progressively (turf, hydromulch or equivalent).

Performance outcomes	Acceptable outcomes	Comments
b. all soil surfaces remain effectively stabilised against erosion in the short and long term.		
PO15 Development does not increase: a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction; b. run-off which causes erosion either on site or off site.	**AO15** No acceptable outcome is prescribed.	Complies. Construction-phase erosion and sediment controls will prevent any increase in suspended solids or other contaminants and prevent erosion on and off site.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: a. a material change of use for an urban purpose which involves greater than 2,500m² of land that will result in an impervious area greater than 25% of the net developable area, or 6 or more dwellings; b. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots; c. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.		Applies. The reconfiguration involves more than 2,500m² of land and results in 16 lots.
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. *Note—Prescribed water contaminants are defined in the Environmental Protection Act 1994.* *Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.*	**AO16** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Performance solution. Council advised at prelodgement that a performance solution for water quality could be viewed favourably. The development provides street tree pits to BCC Standard Drawing BSD-9008 in the Costalot Street verge, treating runoff from the new road before discharge to the existing network. The residential lots discharge roofwater, which carries low contaminant loads. The expected pollutant load reductions are set out in the SBSMP Egis SBSMP BNE02287_0001 -REP-001-0 Construction-phase controls are addressed under PO13 to PO15.
PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. *Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome.* *Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.*	**AO17** No acceptable outcome is prescribed.	Complies. No wastewater is discharged to a waterway or external to the site. Sewage is conveyed to the Urban Utilities reticulated network.

Performance outcomes	Acceptable outcomes	Comments
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: a. the long term infrastructure for the stormwater network in the Long term infrastructure plans; b. the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the stormwater network which is required to service the development or existing and future urban development, or is in the interests of rational development or the efficient and orderly planning of the area. *Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.*	**AO18** Development protects stormwater infrastructure in compliance with the following: a. for long term infrastructure for the stormwater network, the Long term infrastructure plans; b. for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c. the standards for stormwater drainage in the Infrastructure design planning scheme policy.	Complies. The development connects to, and does not compromise, the existing and planned stormwater network. No LGIP or long term stormwater infrastructure is identified on the site - confirm.
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area involving trunk infrastructure provided earlier than planned, or long term or other stormwater infrastructure made necessary by development that is not assumed future urban development. *Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.*	**AO19** No acceptable outcome is prescribed.	*Noted. Any applicable trunk infrastructure charges are an infrastructure charges matter under the Charges Resolution, not a design matter.*

Tables 9.4.9.3.B to 9.4.9.3.F (flood planning levels) - refer City Plan 2014.

9.4.11 Transport, access, parking and servicing code

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposed development complies with the standards outlined in the TAPS PSP. The proposed development includes a new road, which is to be connected to the existing road (Costalot Street) to the south of the site. Proposed Lots 1-5 front Douglas Street and Lots 6-16 have access to Costalot Street (new road). The proposed connection to Costalot Street aligns with the emerging pattern of development in the surrounding area and is anticipated to be connected to the existing road furth to the north as part of a future development. Refer to the Subdivision Proposal Plan, attached under **Appendix B**, and the Traffic Engineering Report, attached under **Appendix E**, for further information.
PO2 Development of a major size incorporates on-site provision for integration with the public transport network	**AO2** No acceptable outcome is prescribed.	**Not Applicable** The development is for a 2 into 16 subdivision and is

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Performance outcomes	Acceptable outcomes	Applicant Response
and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.		therefore not of a major size.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	**AO3.1** Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** All new lots will achieve vehicular access to a minor road, except for Lots 1-5. Lots 1-5 have direct frontage to Douglas Street and there are two existing crossovers to Douglas Street and additional crossovers will be created to the district road. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	**AO4.1** Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	**Not Applicable** The proposed development is for a 2 into 16 lot subdivision which does not require additional walking or cycle routes.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development is for a 2 into 16 lot subdivision which does not require additional walking or cycle routes.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	
PO5 Development provides secure and convenient bicycle	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access,	**Not Applicable** The proposal is for a 2 into 16 lot subdivision which does not

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Performance outcomes	Acceptable outcomes	Applicant Response
parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	parking and servicing planning scheme policy. **AO5.2** Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. **AO5.3** Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. **AO5.4** Development provides visitor bicycle parking which does not impede pedestrian movement. **AO5.5** Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	require on-site bicycle parking spaces
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable** The proposal is for a 2 into 16 lot subdivision and does not require the installation of shower cubicles or lockers.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	**AO7** Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable** No new pedestrian and cycle access is proposed.
PO8 Development provides pedestrian and cyclist access to	**AO8** No acceptable outcome is prescribed.	**Not Applicable** No new pedestrian and cycle access is proposed.

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Performance outcomes	Acceptable outcomes	Applicant Response
and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.		
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	**Not Applicable** The proposal is not of a major size.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	**Complies / Performance Outcome** The proposed development is for a 2 into 16 lot subdivision. All new lots will achieve vehicular access to a minor road, except for Lots 1-5. Lots 1-5 have direct frontage to Douglas Street and there are two existing crossovers to Douglas Street and additional crossovers will be created to the district road. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	**Complies** The proposed development involves a shared access arrangement to Lots 13 and 14. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area	**AO10** No acceptable outcome is prescribed.	**Complies** Any existing access driveways will be closed in accordance with the requirements.

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Performance outcomes	Acceptable outcomes	Applicant Response
that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.		
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	**AO11.1** Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. **AO11.2** Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposal will be able to achieve suitable sight distances. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable** The site is not located in the City core or City frame areas.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	**AO13** Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the	**Complies** The proposal is for a 2 into 16 lot subdivision. Future development of each lot will be capable of providing car parking in accordance with Council standards.

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Performance outcomes	Acceptable outcomes	Applicant Response
	Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. **AO14.2** Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	**Not Applicable** The proposal is for a 2 into 16 lot subdivision and is not required to provide car parking spaces as part of this application.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable** The proposal is for a 2 into 16 lot subdivision and is not required to provide parking bays, queue areas or manoeuvring areas.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout,	**Not Applicable** No new buildings are proposed.

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Performance outcomes	Acceptable outcomes	Applicant Response
through environmental design.	building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	**Not Applicable** The proposal is for a 2 into 16 lot subdivision and no new buildings proposed as part of this application.

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Performance outcomes	Acceptable outcomes	Applicant Response
PO18 Development is serviced by an adequate number and size of service vehicles.	**AO18** Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposal will accommodate appropriate servicing arrangements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	**AO19.1** Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises. **AO19.2** Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. **AO19.3** Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	**Complies** The proposal will accommodate appropriate servicing arrangements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposal will accommodate appropriate servicing arrangements. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
PO21	**AO21.1**	**Not Applicable**

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Performance outcomes	Acceptable outcomes	Applicant Response
Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	The proposal does not involve freight-dependent development.
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	

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9.4.12 Wastewater code

9.4.12.3 Performance outcomes and acceptable outcomes

Table 9.4.12.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
PO1 Development ensures that the intensity and scale of the change of use of premises does not: (a) increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality; (b) increase any health risks during a system failure; (c) deteriorate the water quality of existing or proposed water supplies; (d) limit the sustainable disposal of domestic effluent.	**AO1** Development ensures that the proposed disposal system complies with the requirements of: (a) section 33 of the *Environmental Protection Policy (Water) 2009*; (b) AS/NZS 1547:2012 On-site domestic wastewater management; (c) *Plumbing and Drainage Act 2002;* (d) the Queensland plumbing and wastewater code. Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.	**Complies** Sewerage connection will be provided in accordance with the relevant standards. Refer to the attached Civil Engineering Plans **(Appendix C)** for further details.
PO2 Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that: (a) minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments; (b) limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.	**AO2.1** Development is on a lot with a minimum size of 2,000m^2 or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater. **AO2.2** Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the: (a) secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; (b) *Environmental Protection Policy (Water) 2009*; (c) AS/NZS 1547:2012 On-site domestic wastewater management, (d) Plumbing and Drainage Act 2002;	**Complies** The proposed development creates lots consistent with the surrounding residential character. Sewerage connection will be provided in accordance with the relevant standards. Refer to the attached Civil Engineering Plans **(Appendix C)** for further details.

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Performance outcomes	Acceptable outcomes	Applicant Response
	(e) Queensland plumbing and wastewater code.	
	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: (a) with a slope of less than 15%, or where the land is terraced to receive the full disposal area; (b) no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; (c) above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; (d) no closer than 25m to a cut or embankment.	
	AO2.4 Development ensures that the proposed sub-surface on-site effluent disposal system is not located: (a) on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; (b) within 0.6m of a permanent watertable; (c) within 1m of bedrock; (d) on land composed mainly of sand, gravel, fractured rock or heavy clay.	
	AO2.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	
	AO2.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	

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8.2.3 Bicycle network overlay code

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO1** Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	**Complies** The proposed development is for a 2 into 16 lot subdivision (and new road) for future residential development. The proposed development will maintain the existing bicycle network located along Douglas Street. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the bicycle network which:	**AO2** Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: (a) for long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; (c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	**Complies** The proposed development is for a 2 into 16 lot subdivision (and new road) for future residential development. The proposed development will maintain the existing bicycle network located along Douglas Street.

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

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Performance outcomes	Acceptable outcomes	Applicant Response
Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	**AO4** Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	**AO5.1** Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
	AO5.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	
	AO5.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	

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Performance outcomes	Acceptable outcomes	Applicant Response
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: (a) activity nodes; (b) entrances and gateways; (c) landmarks and features of interest; (d) visual connectors to the river.	**AO6** Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	**AO7.1** Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
	AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	
PO8 Development adjoining Riverwalk: (a) contributes to the creation of a vibrant and active waterfront; (b) provides direct access to Riverwalk; (c) allows for visual interaction and surveillance of the public domain.	**AO8.1** Development adjoining land in the Riverwalk – Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
	AO8.2 Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	

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Performance outcomes	Acceptable outcomes	Applicant Response
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: (a) supports a safe and publicly accessible waterfront; (b) enhances the views of the river, both near and far.	**AO9.1** Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not located adjacent to or traversed by the Riverwalk sub-categories.
	AO9.2 Development ensures that any revetment wall: (a) minimises impact on the riparian edge; (b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.	

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8.2.8.A Community purposes network overlay code

8.2.8.A.3 Performance outcomes and acceptable outcomes

Table 8.2.8.A.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	**AO1** Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	**Not Applicable** The site is not located within the identified sub-categories.
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority	**AO2** No acceptable outcome is prescribed.	**Not Applicable** The site is not located within the identified sub-categories.

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Performance outcomes	Acceptable outcomes	Applicant Response
infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (i) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (ii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area	**AO3** Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	**Not Applicable** The site is not located within the identified sub-categories.

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Performance outcomes	Acceptable outcomes	Applicant Response
in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	**AO4** Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	**Not Applicable** The site is not located within the identified sub-categories.
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier	**AO5** No acceptable outcome is prescribed.	**Not Applicable** The site is not located within the identified sub-categories.

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Performance outcomes	Acceptable outcomes	Applicant Response
than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area	**AO6** Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	**Not Applicable** The site is not located within the identified sub-categories.

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Performance outcomes	Acceptable outcomes	Applicant Response
in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		

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8.2.18 Road hierarchy overlay code

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	**AO1.1** Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	**Not Applicable** The proposal involves assessable development for reconfiguring a lot.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	

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Performance outcomes	Acceptable outcomes	Applicant Response
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	**Not Applicable** The development is not for a material change of use.
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	**Complies** The proposal extends Costalot Street north in accordance with the pattern of development established in proximity to the site. No land dedication is anticipated along the Douglas Street frontage. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government	**AO3A** No acceptable outcome is prescribed.	**Not Applicable** The proposal is for a residential subdivision located in the Priority Infrastructure Area, at a density that is consistent with the surrounding neighbourhood. Extra trunk infrastructure costs are not anticipated to be necessary.

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Performance outcomes	Acceptable outcomes	Applicant Response
infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned	**AO4** Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	**Not Applicable** Whilst Douglas Street is identified as a District Road, it has a width greater than 20m.

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Performance outcomes	Acceptable outcomes	Applicant Response
infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	**Complies** The proposed layout extends Costalot Street north, as per the established pattern of development in the area. The proposal will preserve the function of the existing road hierarchies. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the	**AO6.1** Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. **AO6.2** Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered	**Complies** The proposed layout has been designed in compliance with the Road Hierarchy Overlay and the standards in the Infrastructure design planning scheme policy. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.

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Performance outcomes	Acceptable outcomes	Applicant Response
next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.	Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	**AO7** Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	**Complies / Performance Outcome** All new lots will achieve vehicular access to a minor road, except for Lots 1-5. Lots 1-5 have direct frontage to Douglas Street and there are two existing crossovers to Douglas Street and additional crossovers will be created to the district road. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	**AO8** Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development does not involve the construction of a new road intersection.

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8.2.20 Streetscape hierarchy overlay code

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Applicant Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**Complies** The existing verge width of Douglas Street achieves the minimum width of 3.75m. All new roads are provided with compliant reserves compliant with the Infrastructure design planning scheme policy. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	**AO2.1** Development ensures that existing street trees are retained and protected.	**Complies** The development retains and protects existing street trees unless agreed in writing by asset services.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**Complies** Works within the verge (where required) will be undertaken in accordance with the Infrastructure design planning scheme policy. It is not expected that footpath paving, street tree planting, street furniture or lighting is required in this instance.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials	**AO3.1** Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not a corner lot and is not required to provide a corner land dedication. The proposed new road will comply with the requirements of the Infrastructure design planning scheme policy. Refer to the Traffic Engineering Report, attached under **Appendix E**, for further discussion.

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Performance outcomes	Acceptable outcomes	Applicant Response
and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	**AO3.2** Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	**AO4** Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (i) achieve physical separation of native wildlife and the road; (ii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	**Not Applicable** The site is not located in the Wildlife movement solution sub-category.

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