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APPLICATION REF
A007151047

# NEIGHBOURHOOD PLANS

## LOWER OXLEY CREEK SOUTH CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development** | | **Not Applicable**<br>Development is for Reconfiguring a Lot only |
| **Section B—If for assessable development** | | |
| **General** | | |
| **PO3**<br>Development provides infrastructure to encourage the roll out of high-speed broadband networks. | **AO3**<br>New lots are provided with high-speed telecommunications infrastructure. | **Complies**<br>All lots will be developed and have access to high-speed telecommunications infrastructure |
| **PO4**<br>Development provides separation distance between potentially incompatible land uses that:<br>a. protects the amenity of new development from noise disturbance and impacts from air quality;<br>b. avoids prejudicing the continuation of lawfully established rural activities. | **AO4**<br>Development ensures that the separation distance between sensitive uses or sensitive zone and the premises of an existing rural activity is more than 250m. | **Complies**<br>The development is surrounded by residential uses. |
| **Where land is in a zone in the residential zones category and the General ecological significance sub-category or the General ecological significance strategic sub-category of the Biodiversity areas overlay**<br>Note—This excludes sites located in a neighbourhood centre.<br>Note—A restoration plan is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles in the Biodiversity areas planning scheme policy. | | **Not Applicable**<br>Not in the General ecological significance sub-category or the General ecological significance strategic sub-category of the Biodiversity areas overlay. |
| **If in the Low density residential zone where for a house on a lot less than 400m$^2$** | | **Not Applicable**<br>No dwelling houses are proposed, and all proposed lots exceed 400m$^2$. |
| **If in the Low–medium density residential zone** | | **Not Applicable**<br>Site is located in the Low Density Residential zone. |
| **If in the Low-medium density residential zone where for lots less than 400m$^2$** | | **Not Applicable**<br>Site is located in the Low Density Residential zone and all proposed lots exceed 400m$^2$. |
| **If in a zone in the residential zones category and the High ecological significance sub-category or the High ecological significance strategic sub-category of the Biodiversity areas overlay** | | |
| **PO16**<br>Lot layout, siting and size, building footprints and filling and excavation:<br>a. are consistent with the landscape character intent of the precinct; | **AO16.1**<br>The lot size is not less than 1,500m$^2$. | **PO16 Complies**<br>The development proposes lots less than 1500sqm. The proposed lots achieve compliance with the performance outcome as per the following: |

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| b. maximise the preservation of koala habitat values;<br>c. facilitate safe koala movement;<br>d. minimise edge effects;<br>e. provide a koala habitat transition between urban and non-urban areas;<br>f. are designed and sited to avoid or appropriately mitigate natural hazards in accordance with acceptable standards. | | - The proposed development has been designed to ensure that lot layout and associated earthworks are consistent with the landscape character intent of the LOCSNP while maximising the preservation and enhancement of koala habitat values.<br>- The proposed lot sizes, layout and building envelopes are consistent with recent approvals and the emerging subdivision pattern in the immediate surrounds and represent a logical and orderly extension with the Low density residential zone as envisaged by *City Plan 2014*.<br>- The layout preserves areas of high ecological value for koala species.<br>- The layout including the southern conversation lot (Lot 18) facilitates safe koala movement;<br>- Edge effects are minimised as the ecological corridor is well sized and will facilitate rehabilitation.<br>- The subject is located within and surrounded by land within the Low density residential zone, as such, a transition to non-urban land is not required.<br>- The layout and site works avoid or appropriately mitigate natural hazards<br>(including flooding and bushfire risk) in accordance with acceptable standards. |
| | **AO16.2**<br>Each lot contains a development footprint plan that is:<br>a. a maximum of 600m$^2$;<br>b. set back from any public road by a minimum distance of 6m, except driveway;<br>c. regular in shape with a minimum dimension of 15m;<br>d. located outside a waterway corridor, as shown on the Waterway corridors overlay map;<br>e. situated no less than 100m from the Moonie oil pipelines;<br>f. situated no less than 100m from AGL gas pipeline. | **PO16 Complies**<br>a. Please see the response to AO16.1 above.<br>b. The future dwellings will be setback in accordance with the requirements of the Dwelling house (small lot) code or the QDC.<br>c. The proposed lots have a regular shape with a minimum frontage of 10.4m which will be suitable to site a future house.<br>d. The subject sit is located outside of a waterway corridor.<br>e. The subject lot is further than 100m from the Moonie oil pipelines.<br>f. The subject lot is further than 100m from the AGL gas pipeline. |
| | **AO16.3**<br>A development footprint plan for each proposed lot, is nominated for:<br>a. the potential dwelling including secondary dwellings;<br>b. all ancillary buildings and structures, such as pools, tennis courts or other impervious recreation services and outbuildings such as garages;<br>c. parking areas and accesses/driveways;<br>d. excavation, filling and retaining walls;<br>e. where applicable, a home-based business, satellite dish and outdoor lighting. | **PO16 Complies**<br>A BLE is only proposed for Lot 18 to ensure the retention of the majority of the vegetation within this lot. The future dwellings will be sited in accordance with the requirements of the Dwelling house (small lot) code or the QDC. |
| | **AO16.4**<br>Development does not result in clearing koala habitat or clearing koala habitat is limited to the nominated development footprint plan. | **PO16 Complies**<br>The proposed development has been strategically sited to enable the retention, consolidation and enhancement of higher value vegetation along the southern extent of the Site. Only 148 of 302 surveyed native trees are scheduled for removal, demonstrating avoidance and minimisation of impacts where practicable. Although the Site provides suitable koala habitat, it is considered to support predominantly opportunistic or transient |

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| | | use due to existing development to the south and road infrastructure to the west, which limit safe movement through the Site.<br>Safe koala movement, habitat transition and reduced edge effects are achieved through the retention and rehabilitation of a vegetated corridor along the southern extent, providing a clear corridor through the development. This area will be enhanced through ecological restoration, including infill planting of recognised koala habitat tree species to reflect pre clear RE composition, resulting in improved habitat quality over time. |
| | **AO16.5**<br>Areas outside the nominated development footprint plan are rehabilitated in accordance with a restoration plan. The restoration plan includes recognised koala habitat trees.<br>Note—Refer to the Biodiversity areas planning scheme policy for a list of recognised koala habitat trees.<br>Note—A restoration plan is a plan to assist in the recovery of an ecosystem that has been degraded, damaged or destroyed. It is prepared and implemented consistent with the format and principles contained in the Biodiversity areas planning scheme policy. | **PO16 Complies**<br>A detailed Rehabilitation Management Plan and Offsets Delivery Plan will be prepared and implemented at the Operational Works stage to formalise these commitments and ensure long-term ecological outcomes.<br>A Vegetation & fauna management plan will be prepared and implemented as part of the Construction Environmental Management Plan to ensure construction activities do not result in impacts outside the approved development footprint. |
| | **AO16.6**<br>Filling and excavation does not occur outside the nominated development footprint. | **PO16 Complies**<br>Filling and excavation will not occur outside of the lot areas for Lots 1-17. |
| | **AO16.7**<br>Filling and excavation does not occur within the drip line (root zone) of non-juvenile koala habitat trees. | **PO16 Complies**<br>Filling and excavation will only occur within the drip line (root zone) of non-juvenile koala habitat trees in limited circumstances. |
| **If in the Neighbourhood centre zone** | | **Not Applicable**<br>The site is not located in the Neighbourhood centre zone |
| **Community space in the Pallara neighbourhood centre located on the corner of Ritchie Road and Laxton Street** | | **Not Applicable**<br>The development is not for community space. |
| **If in the Paradise Road precinct (Lower Oxley Creek south neighbourhood plan/NPP-001)** | | **Not Applicable**<br>The site is not located in the Paradise Road precinct. |
| **If in the Environmental management zone** | | **Not Applicable**<br>The site is not located in the Environmental management zone |

# OVERLAY CODES

## BICYCLE NETWORK OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **GENERAL** | | |

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| **PO1**<br>Development contributes to the safe and efficient provision and operation of the bicycle network. | **AO1**<br>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.<br>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**<br>The proposed subdivision will not impact on the secondary cycle route nominated along Laxton Road. The subdivision will maintain access and cycle routes provided under A006935362. |
| **PO2**<br>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:<br>a. the long term infrastructure for the bicycle network in the Long term infrastructure plans;<br>b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;<br>c. the provision of long term, existing and planned infrastructure for the bicycle network which:<br>i. is required to service the development or existing and future urban development in the planning scheme area; or<br>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed. | **AO2**<br>Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:<br>a. for long term infrastructure for the bicycle network in the Long term infrastructure plans;<br>b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;<br>c. the standards for the bicycle network in the Infrastructure design planning scheme policy. | **Complies**<br>The proposed subdivision will not impact on the secondary cycle route nominated along Laxton Road. |
| **PO3**<br>Development provides for the payment of extra trunk infrastructure costs for the following:<br>1. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>2. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>a. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>b. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;<br>c. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.<br>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.<br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016. | **AO3**<br>No acceptable outcome is prescribed. | **Complies**<br>All trunk infrastructure costs will be paid as required. |

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| **Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category** | **Not Applicable**<br>The site is not adjacent to or traversed by the Riverwalk |

## FLOOD OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling**<br><br>Note—Development for a dwelling house does not require assessment against any other sections of this code. | | **Not Applicable**<br>Development is for Reconfiguring a Lot only |
| **Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot**<br><br>Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required. | | **Not Applicable**<br>Development is for Reconfiguring a Lot only |
| **Section C—If accepted development subject to compliance with identified requirements (acceptable outcomes only) for a park or assessable development other than for a dwelling house** | | |
| **PO5**<br><br>Development is located and designed to:<br><br>a. minimise the risk to people from flood hazard on the site;<br><br>b. minimise flood damage to the development and contents of buildings up to the defined flood event;<br><br>c. provide suitable amenity;<br><br>d. minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event. | **AO5.1**<br><br>Development complies with the flood planning levels specified in Table 8.2.11.3.D.<br><br>Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy. | **Complies**<br>The development will allow for future buildings to be developed onsite above the flood planning levels specified in Table 8.2.11.3.D. Please see the attached Stormwater management plan prepared by Engeny for further information. |
| | **AO5.2**<br><br>Development is:<br><br>a. not located in the:<br><br>i. Brisbane River flood planning area 1, 2a, or 2b sub-categories;<br><br>ii. Creek/waterway flood planning area 1 or 2 sub-categories;<br><br>iii. Overland flow flood planning area sub-category; or<br><br>b. only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that:<br><br>i. the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and<br><br>ii. the risk to people is managed to an acceptable level. | **Complies**<br>Development is located Creek/waterway flood planning area 4 and 5 sub-categories. |

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| **PO6**<br><br>Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood. | **AO6.1**<br><br>Development ensures that:<br><br>a. all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or<br><br>b. if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D.<br><br>Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services. | **Complies**<br>The development will allow for future buildings to be developed onsite above the flood planning levels specified in Table 8.2.11.3.D. Please see the attached Stormwater management plan prepared by Engeny for further information. |
| | **AO6.2**<br><br>Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump. | **Not Applicable**<br>No basement or building proposed |
| **PO7**<br><br>Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development. | **AO7.1**<br><br>Development:<br><br>a. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or<br><br>b. does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties.<br><br>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy. | **Complies**<br>The proposed development will not result in blocking or diverting floodwaters, there will not be an increase in flood level of hydraulic hazard up or down stream. The up or down stream properties have current development applications, development approvals or have been developed and this development will respond to the design of the adjacent properties. |
| | **AO7.2**<br><br>Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows. | **Complies**<br>The development does not propose piped solutions and existing overland flow paths will be maintained. |
| | **AO7.3**<br><br>Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions.<br><br>Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within | **Not Applicable**<br>The development does not involve the creation of new overland flow or significant modification. |

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| | the Flood planning scheme policy and the Infrastructure design planning scheme policy. | |
| **PO8**<br><br>Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.<br><br>Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy.<br><br>Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation. | **AO8**<br><br>Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay. | **Not Applicable**<br>No filling or excavation is proposed as part of this application in the Creek/waterway flood planning area 1, 2 or 3 sub-categories. |
| **PO9**<br><br>Development ensures that the building and site design:<br><br>a. maintains the conveyance capacity of existing overland flow paths and creek/waterways;<br><br>b. ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event;<br><br>c. mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site.<br><br>Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development. | **AO9.1**<br><br>Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category:<br><br>a. complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E;<br><br>b. not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay.<br><br>**AO9.2**<br><br>Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category:<br><br>a. has a ground level within the undercroft area that is free draining;<br><br>b. does not involve excavation below ground level of more than 300mm within the undercroft area. | **Not Applicable**<br>This development is for reconfiguring a lot only, no building work proposed.<br><br>**Not Applicable**<br>This development is for reconfiguring a lot only, no building work proposed. |
| **PO10**<br><br>Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to:<br><br>a. protect safety of users and emergency services personnel;<br><br>b. support efficient emergency services access and site evacuation with consideration to the scale of development.<br><br>Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments. | **AO10**<br><br>Development for vulnerable uses, difficult to evacuate uses or assembly uses:<br><br>a. is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L and Table 8.2.11.3.D; or<br><br>b. has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or<br><br>c. can achieve vehicular evacuation to a suitable flood-free location. | **Not Applicable**<br>This development is for reconfiguring a lot only, no material change of use proposed. |

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| | Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area. | |
| **PO11**<br><br>Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads. | **AO11.1**<br><br>Development provides an access or driveway into the site which is:<br>a. trafficable during the defined flood event;<br>b. not located in the Creek/waterway flood planning area 1 sub-category;<br>c. not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event;<br>d. the access or driveway is not inundated by a 10% AEP flood. | **Complies**<br>Access and driveways are not included in this application, however the proposed lots will be able to accommodate access that meets the requirements of the acceptable outcome. |
| | **AO11.2**<br><br>Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site.<br><br>Note—explanation of hydraulic hazard provided in the Flood planning scheme policy. | **Not Applicable**<br>Disabled access is not proposed as part of this application. |
| **PO12**<br><br>Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access. | **AO12**<br><br>Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F. | **Not Applicable**<br>No new road is proposed as part of this application. |
| **PO13**<br><br>Development for pedestrian and cyclist paths:<br>a. provides a suitable level of trafficability;<br>b. manages the impacts of flooding on asset life and ongoing maintenance costs;<br>c. balances route availability with recreational and transport connectivity benefits to the city. | **AO13.1**<br><br>Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources.<br><br>Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply. | **Not Applicable**<br>No cyclist or pedestrian facilities are proposed |
| | **AO13.2**<br><br>All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K. | **Not Applicable**<br>No cyclist or pedestrian facilities proposed as part of this application. |
| **PO14**<br><br>Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time. | **AO14**<br><br>Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving:<br>a. an increase in the number of residential dwellings; or<br>b. additional residential lots | **Not Applicable**<br>The development is not in the Brisbane River flood planning area sub-categories. |

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| | is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event.<br><br>Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy. | |
| **Additional performance outcomes and acceptable outcomes for essential community infrastructure** | | **Not Applicable**<br>Development does not involve essential community infrastructure. |
| **Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H** | | **Not Applicable**<br>Development does not involve processes in Table 8.2.11.3.H. |
| **Additional performance outcomes and acceptable outcomes for reconfiguring a lot** | | |
| **PO17**<br><br>Development locates and designs all lots resulting from reconfiguring a lot to:<br><br>a. minimise the risk to people from flood hazard;<br><br>b. minimise damage to property from flood hazard;<br><br>c. facilitate safe and efficient evacuation.<br><br>Note—<br><br>• Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people.<br><br>• Flood warning time is not considered sufficient in the Creek/waterway planning area sub-categories or the Overland flow flood planning area sub-category.<br><br>Filling above the flood planning level for a flood event greater than the defined flood event cannot be assumed to mitigate the flood hazard. | **AO17.1**<br><br>Development creating new lots is identified in Table 8.2.11.3.I as suitable within the relevant flood planning area. | **Complies**<br>The development is suitable within the relevant flood planning areas. |
| | **AO17.2**<br><br>Development provides for reconfiguring a lot design that achieves a road and lot layout which:<br><br>a. provides trafficable vehicular egress for evacuation during a defined flood event;<br><br>b. optimises hazard-free movement away from sources of flood hazard within the development.<br><br>Note—Further advice on road and lot layout is contained in the Flood planning scheme policy. | **Complies**<br>The development provides a design that provides trafficable vehicular egress for evacuation during a defined flood event and optimises hazard-free movement away from sources of flood hazard within the development. |
| | **AO17.3**<br><br>Development which creates a new residential lot in an area subject to Brisbane River flooding, if the 1% AEP flood level is greater than 12.8m AHD is not subject to a hydraulic hazard greater than 0.6m$^2$/s DV or 0.6m deep in a 0.2% AEP flood.<br><br>Note—Refer to the Flood planning scheme policy for further explanation on the 0.2% AEP flood. | **Not Applicable**<br>The development is not subject to Brisbane River flooding. |
| **PO18**<br><br>Development involving reconfiguring a lot:<br><br>a. minimises the risk to people from flood hazard;<br><br>b. creates safe evacuation routes or avoids isolation of the development during a flood greater than the defined flood event;<br><br>c. minimises damage to property and services;<br><br>d. provides lots and roads that are not frequently flooded or subject to nuisance ponding or seepage; | **AO18.1**<br><br>Development involving reconfiguring a lot ensures:<br><br>a. all lots comply with the flood planning levels in Table 8.2.11.3.J;<br><br>b. a new road complies with the flood planning levels in Table 8.2.11.3.F. | **Complies**<br>All lots all lots comply with the flood planning levels in Table 8.2.11.3.J. Please see the attached Stormwater management plan prepared by Engeny for further information. |
| | **AO18.2**<br><br>Development involving reconfiguring a lot creating more than 6 residential lots or a lot for industry ensures the flood planning levels of a dedicated road fronting the development or providing primary access within 200m of the development: | **Complies**<br>The development will have access to a road that meets the stated requirements. |

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| e. ensures lots created for park or private open space minimise the risk to people from flood hazard and are fit for purpose;<br>f. provides a lot that is not substantially burdened by flood mitigation infrastructure. | a. complies with Table 8.2.11.3.K; or<br>b. has acceptable trafficability in accordance with the requirements in the Flood planning scheme policy and the Queensland Urban Drainage Manual.<br>Note—The Flood planning scheme policy contains supporting information about trafficability on existing roads and serviceability during floods. | |
| | **AO18.3**<br>Development protects the conveyance of flood hazard area by providing an easement over the:<br>a. 2% AEP flood extent for overland flow flooding;<br>b. 1% AEP flood extent for creek/waterway flooding. | **Not applicable**<br>An easement is not required for this development. |

## POTENTIAL AND ACTUAL ACID SULFATE SOILS OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **PO1**<br>Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion. | **AO1**<br>Development ensures that:<br>1. no potential or actual acid sulfate soils are disturbed; or<br>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the Potential and actual acid sulfate soils planning scheme policy.<br>2. the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m$^3$ of soil is disturbed and the watertable is not affected; or<br>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a preliminary acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy.<br>3. impacts are appropriately managed if 500m$^3$ or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected.<br>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a full acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy using levels of testing commensurate with the level of risk. If the investigation demonstrates that an acid sulfate soil management plan is not required, only an investigation report is required. | **Complies**<br>The proposed development is for subdivision which does not include any disturbance of acid sulfate soils. |

## COMMUNITY PURPOSES NETWORK OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **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** | | |

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| **PO1**<br>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:<br>a. to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;<br>to maximise recreational, visual, cultural and biodiversity values;<br>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;<br>to meet the requirements of intended users;<br>to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. | **AO1**<br>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**<br>The subject site is not located within any of the identified sub-categories. |
| **PO2**<br>Development provides for the payment of additional trunk infrastructure costs for the following:<br>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>for development completely inside the priority infrastructure area in the Local government infrastructure plan:<br>i. trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan;<br>ii. long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;<br>iii. other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.<br><br>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.<br><br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016. | **AO2**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The subject site is not located within any of the identified sub-categories. |
| **PO3**<br>Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:<br>a. the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan;<br>the existing and planned infrastructure for the parks network in the Local government infrastructure plan;<br>the provision of long term, existing and planned infrastructure for the parks network which:<br>iv. is required to service the development or existing and future urban development in the planning scheme area; or | **AO3**<br>Development protects a park shown on the Community purposes network overlay map in compliance with the following:<br>a. for long term infrastructure for the parks network, the Long term infrastructure plans;<br>for existing and planned infrastructure for the parks network, the Local government infrastructure plan;<br>the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy. | **Not Applicable**<br>The subject site is not located within any of the identified sub-categories. |

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| v. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed. | | |
| **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**<br>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:<br>a. to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;<br>b. to maximise recreational, social and cultural values;<br>c. of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;<br>d. to meet the requirements of the intended users;<br>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**<br>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**<br>The subject site is not located on land within the community facilities sub-category. |
| **PO5**<br>Development provides for the payment of additional trunk infrastructure costs for the following:<br>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>ii. long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development;<br>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.<br><br>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.<br><br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016. | **AO5**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The subject site is not located on land within the community facilities sub-category. |

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| **PO6**<br>Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:<br>a. the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan;<br>b. the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan;<br>c. the provision of long term, existing and planned infrastructure for the land for community facilities network which:<br>i. is required to service the development or existing and future urban development in the planning scheme areas; or<br>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed. | **AO6**<br>Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:<br>a. for long term infrastructure for the land for community facilities network, the Long term infrastructure plans;<br>b. for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan;<br>c. the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy. | **Not Applicable**<br>The subject site is not located on land within the community facilities sub-category. |

## ROAD HIERARCHY OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **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**<br>Development ensures that:<br>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:<br>(i) the road hierarchy shown on the Road hierarchy overlay map;<br>(ii) public transport operations;<br>(iii) pedestrian and cyclist movement;<br>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;<br>(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**<br>Development ensures that an access driveway is provided from:<br>(a) a minor road;<br>(b) a district road or suburban road if the development has high traffic-generating potential.<br>**AO1.2**<br>Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.<br>**AO1.3**<br>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.<br>**AO1.4**<br>Development ensures that a turn to and from a major road is restricted to a left turn only.<br>**AO1.5**<br>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 | **Complies**<br>The proposed lots will be accessed from a minor road. |
| **Section B—If for assessable development for a material change of use** | | |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO2**<br>Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network | **AO2.1**<br>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**<br>The proposed development only involves reconfiguring of a lot. |
| | **AO2.2**<br>Development mitigates an impact on the road hierarchy if the development:<br>(a) is for a major development; or<br>(b) involves an access driveway to a major road; or<br>(c) involves an access driveway within 100m of a signalised intersection.<br>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**<br>Development makes provision for the extension, expansion and widening of the existing and future road network where required. | **AO3**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>No extension, expansion and widening to the existing or future road network is proposed or required as part of this application. |
| **PO3A**<br>Development provides for the payment of extra trunk infrastructure costs for the following:<br>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;<br>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.<br><br>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.<br><br>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*. | **AO3A**<br>No acceptable outcome is prescribed. | **Complies**<br>All trunk infrastructure costs will be paid as required. |
| **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**<br>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: | **AO4**<br>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: | **Not Applicable**<br>The proposed development has a frontage to neighbourhood roads only. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| a. the long term infrastructure for the road network in the Long term infrastructure plans;<br>the existing and planned infrastructure for the road network in the Local government infrastructure plan;<br>the provision of long term, existing and planned infrastructure for the road network which:<br>iv. is required to service the development or existing and future urban development in the planning scheme area; or<br>v. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br><br>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed. | a. for the long term infrastructure for the road network, the Long term infrastructure plans;<br>for existing and planned infrastructure for the road network, the Local government infrastructure plan;<br>the standards for the road network in the Infrastructure design planning scheme policy. | |
| **Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy** | | |
| **PO5**<br>Development ensures that a new road connection provides:<br>a. safe, efficient and convenient connectivity of the new road to the major road network;<br>a minimum number of intersections to the major road network. | **AO5**<br>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**<br>The new lots will be accessed through new driveways to the road approved and constructed under A006935362. The existing driveway to the existing dwelling house on proposed Lot 18 will be relocated but will maintain access to Laxton Road. |
| **PO6**<br>Development ensures that an extension of or change to the road network:<br>a. provides internal connectivity and connects to the external road network;<br>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;<br>provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;<br>includes the provision of bus routes that provide ease of access to bus customers;<br>minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;<br>provides a street layout that minimises travel time and traffic volumes on minor roads;<br>provides high permeability for pedestrian and cycle networks;<br>provides safe accessibility to lots by having more than one street providing access to the area;<br>preserves the function of the road hierarchy and addresses all impacts to the road network. | **AO6.1**<br>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.<br><br>**AO6.2**<br>Development preserves the function of the road hierarchy and addresses all impacts on the road network.<br><br>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section). | **Not Applicable**<br>The proposed development does not involve a new or upgrade road. All lots will access the existing Laxton Road or the road approved under A006935362 |
| **PO7**<br>Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, | **AO7**<br>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**<br>The subject site has a frontage to a neighbourhood road. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| convenience of use or capacity of the major road network and preserves the function of the road hierarchy. | | |
| **PO8**<br>Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map. | **AO8**<br>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**<br>The proposed development does not involve an intersection. |

## STREET HIERARCHY OVERLAY CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development** | | |
| **PO1**<br>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**<br>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**<br>The verges on Laxton Street and the road approved under A006935362 comply with the required minimum verge width as specified in Table 8.2.20.3.B. |
| **PO2**<br>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**<br>Development ensures that existing street trees are retained and protected. | **Complies**<br>The proposed development does not involve the removal of existing street trees. If required, any removal of existing trees will be subject to a future development approval. |
| | **AO2.2**<br>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. | **Not Applicable**<br>Streetscape works are not required nor proposed as a result of this development. |
| **Section B—If for assessable development** | | |
| **PO3**<br>Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:<br>a. facilitates a high level of pedestrian movement and activity;<br>enforces the sense of arrival to individual precincts and major connections;<br>provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm. | **AO3.1**<br>Development ensures that a corner land dedication is provided:<br>a. where identified in the Streetscape hierarchy overlay map;<br>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**<br>The site is not identified on the overlay map as requiring a corner land dedication. |
| | **AO3.2**<br>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. | **Not Applicable**<br>The proposed development does not involve landscaping. |
| | **AO3.3**<br>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. | **Not Applicable**<br>The proposed development does not involve public art. |
| **If in or on a site adjoining the Wildlife movement solution sub-category** | | **Not Applicable**<br>The proposed development is not in the Wildlife movement solution sub-category. |

# DEVELOPMENT CODES

## SUBDIVISION CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot** | | |
| **PO1**<br>Development results in lots and an arrangement of lots that:<br>a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;<br>b. are consistent with the zones, zone precincts, neighborhood plans and overlays that apply to the site;<br>c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development;<br>d. complement the streetscape, local context and character for the locality;<br>e. address development constraints. | **AO1.1**<br>Development provides lots with dimensions in compliance with Table 9.4.10.3.B.<br><br>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters.<br>Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.<br><br>Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.<br><br>Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.<br><br>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions. | **PO1 Complies**<br>The proposed lots achieve the minimum lot size, minimum rectangular dimension and minimum average width as required by Table 9.4.10.3.B – Part 1 & Part 2 of the Subdivision Code.<br><br>Proposed Lot 16 and 17 will have reduced frontages below the minimum required frontage, however the provided 7m frontage for Lot 16 and 5m frontage for Lot 17 will allow for suitable access and not impact on the streetscape, local context and character for the locality. |
| | **AO1.2**<br>Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*.<br><br>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.<br><br>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. | **Complies**<br>The development will provide a building envelope on proposed Lot 18 due to the ecological values present on this lot. Lots 16 & 17 will also be provided with Asset Protection Zones to achieve the required separation from hazardous vegetation. |
| | **AO1.3**<br>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:<br>a. across a proposed lot boundary; or<br>b. within a setback required by the planning scheme.<br><br>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.<br><br>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. | **Complies**<br>The proposed subdivision does not result in a building or structure being located across a proposed lot boundary or a within a setback required by the planning scheme. The existing dwelling will be removed. |

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| | Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.<br><br>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:<br>• physical inspection is undertaken at the framing stage of construction;<br>• written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;<br>• other evidence received and agreed by the Council. | |
| **PO2**<br>Development creates useable lots that:<br>a. do not rely on excessive cut and fill;<br>b. do not intrude into areas of waterway and environmental significance;<br>c. ensure any cutting, filling, retaining walls and earthworks:<br>i. minimise adverse impacts to vegetation, natural features and topography;<br>ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;<br>d. minimise adverse impacts to the utility of existing or proposed transport network elements. | **AO2.1**<br>Development ensures that any cutting, filling, retaining walls and earthworks:<br>a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:<br>i. a single level change; or<br>ii. any step in a series of level changes.<br>b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;<br>c. limits cut and fill to less than 1m in height for construction of transport network elements.<br>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.<br><br>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. | **PO2 Complies**<br>The proposed earthworks result in a maximum fill level of 1.2m. However, the filling is not considered to be excessive and will not result in any impacts on adjoining properties.<br>The filling will not result in the crest of any toe of any fill being closer than 0.6m to a lot boundary and no transport network elements are not proposed as part of this application. |
| | **AO2.2**<br>Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of:<br>a. 1 into 10 on the shortest lot axis;<br>b. 1 into 15 on the longest axis. | **Complies**<br>The slope of the proposed lots achieves the acceptable outcome. |
| | **AO2.3**<br>Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.<br>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.<br>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone. | **Complies**<br>The subject site has an existing slope from the front boundary to the rear boundary that is less than 1 in 5. As such, each lot has the ability to contain a 9m x 15m rectangle with the existing slope of the land being less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. |
| | **AO2.4**<br>Development does not involve the creation of canals or artificial waterways. | **Not Applicable**<br>No canals or artificial waterways are proposed. |
| **PO3**<br>Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed:<br>a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;<br>b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;<br>c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; | **AO3.1**<br>Development provides roads, pavement and concrete kerb and channel that provide for:<br>a. design and construction in accordance with the road hierarchy;<br>b. safe travel for pedestrian, cyclists and vehicles;<br>c. access to properties for all modes;<br>d. utilities;<br>e. high levels of aesthetics and amenity, improved liveability and future growth;<br>f. a high-quality streetscape;<br>g. a low-maintenance asset with minimal whole-of-life cost. | **Complies**<br>The lots will have direct access to a proposed road of development application A006935362 and Laxton Road, no new roads are proposed. The proposed road of development application A006935362 will be fully formed with concrete kerb and channel. |

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| d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;<br>e) at an adequate width, suitable gradient and appropriate construction standard;<br>f) to avoid unreasonable detriment or nuisance to an adjacent premises;<br>g) to preserve the amenity and function of the public realm in accommodating:<br>a. high levels of pedestrian traffic;<br>b. large subtropical street trees;<br>h) on-street parking. | Editor's note—See Section B for additional requirements where new road is proposed. | |
| | **AO3.2**<br>Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Complies**<br>Access to the proposed lots will be able to comply with the standards of the Transport, access, parking and servicing planning scheme policy. |
| | **AO3.3**<br>Development provides each lot with access to a public road other than a major road, that is:<br>a. direct; or<br>b. via a formal access arrangement that is:<br>i. registered on a title over another lot; or<br>ii. a reciprocal access easement; or<br>iii. over common property;<br>iv. located as far away as practicable from an existing or proposed dwelling;<br>v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy;<br>c. the width specified:<br>i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or<br>ii. in Table 9.4.10.3.B where in any other zone;<br>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use. | **Complies**<br>The proposed lots will have direct access to a neighbourhood road. |
| | **AO3.4**<br>Development provides safe sight distances at the following locations:<br>a. an access point along the frontage of each lot;<br>b. a junction and an intersection, including corner truncation;<br>c. a pedestrian or cyclist crossing. | **Complies**<br>The existing driveway is to be removed and the new driveways will be constructed upon development of future dwelling houses. |
| | **AO3.5**<br>Development provides grades within a lot that:<br>a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy;<br>b. do not require cut and fill in excess of 1m in height. | **Complies**<br>The existing driveway is to be removed and the new driveways will be able to meet the acceptable outcomes. |
| **PO4**<br>Development provides for the delivery of infrastructure and maintains the safety, efficiency, and capacity of infrastructure networks.<br>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the *Planning Act 2016*. | **AO4.1**<br>Development provides land and works for infrastructure and services in compliance with the:<br>a) Local government infrastructure plan;<br>b) standards in the Infrastructure design planning scheme policy;<br>c) Refuse planning scheme policy;<br>d) Transport, access, parking and servicing planning scheme policy;<br>e) Long term infrastructure plan;<br>f) codes and planning scheme policies that apply to the site. | **Not Applicable**<br>The subject site is not affected by existing or future trunk infrastructure. |
| | **AO4.2**<br>Development provides a stormwater system in compliance with the standards in the Stormwater code which has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. | **Complies**<br>The proposed lots will discharge stormwater to the kerb and channel of proposed road and stormwater infrastructure with the development application A006935362. Please see the Stormwater Management Plan for further information on how stormwater discharge will be achieved. |

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| | **AO4.3**<br>Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:<br>a. in compliance with the road corridor design standards in the infrastructure design planning scheme policy; or<br>b. a 6m long by 3 equal chord truncation if a minor road. | **Complies**<br>A corner truncation is provided as part of this application and will be provided in compliance with the relevant requirements. |
| **PO5**<br>**Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.** | **AO5**<br>Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by:<br>a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;<br>b. avoiding the hazard; or<br>c. mitigating hazard impacts, including through buffers, structures or other necessary measures.<br><br>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:<br>• contaminated land;<br>• transport noise corridors on State-controlled roads and the rail network.<br>The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors. | **Complies**<br>The proposed lot density and arrangement will not result in adverse impacts for the normal occupation of each lot for the intended residential uses. |
| **Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:**<br>**a. rearranging the boundaries of a lot; or**<br>**b. volumetric format plan subdivision; or**<br>**c. a site in 2 or more zones, zone precincts, neighborhood plan precincts or overlay sub-categories.** | | |
| **PO6**<br>Development ensures that any rearrangement of a lot boundary:<br>a. does not create additional lots;<br>b. wholly contains infrastructure and services within the lot they serve;<br>c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the:<br>i. character intended for the locality;<br>d. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. | **AO6**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The subdivision does not involve the rearrangement boundaries. |
| **PO7**<br>Development ensures that volumetric format plan subdivision and any associated statutory easements:<br>a) facilitate efficient development;<br>b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises;<br>c) are in accordance with an existing development approval or approved building;<br>d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. | **AO7**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The proposed development does not involve a volumetric format plan subdivision. |
| **PO8**<br>Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: | **AO8.1**<br>Development ensures that the boundary between the zones, zone precincts, neighborhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant. | **Not Applicable**<br>The subject site is not located between the zones, zone precincts, neighbourhood plans, overlays and land uses. |

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| a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site;<br>b. lawful uses intended for the site and the locality. | **AO8.2**<br>Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. | **Not Applicable**<br>The subject site is not located between the zones, zone precincts, neighbourhood plans, overlays and land uses. |
| | **AO8.3**<br>Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B. | **Not Applicable**<br>The subject site is not located between the zones, zone precincts, neighbourhood plans, overlays and land uses. |
| **Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:**<br>**a. 10 or more lots; or**<br>**b. road reserve or new road; or**<br>**c. cycle or pedestrian routes.** | | |
| **PO9**<br>Development ensures that the transport network and all its component elements is designed to:<br>a. facilitate the efficient and cost-effective provision and maintenance of infrastructure;<br>b. deliver the intended functional outcome of each element;<br>c. have a clear hierarchical structure using the existing network classification;<br>d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks.<br><br>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.<br><br>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. | **AO9**<br>Development provides a transport network that:<br>a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;<br>b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:<br>i. the Road hierarchy overlay map;<br>ii. the Bicycle network overlay map;<br>iii. the Streetscape hierarchy overlay map;<br>iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site;<br>v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council;<br>c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the {Link, 10350, Refuse planning scheme policy and the Infrastructure design planning scheme policy.<br><br>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the infrastructure design planning scheme policy.<br><br>Note—This outcome can be demonstrated through an application that:<br>• is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices. | **Complies**<br>The subdivision will be able to meet the requirements of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy. No New road is proposed as part of this application. The development will access proposed road of development application A006935362 and Laxton Road. The existing network will be suitable for this development and therefore the development is compliant. |
| **PO10**<br>Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:<br>a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;<br>b. are safe, suitably shaded and embellished, attractive and efficient; | **AO10.1**<br>Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:<br>a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or | **Complies**<br>The subdivision will access the proposed road of development application A006935362 and Laxton Road giving the lots access to a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways. No new roads are proposed. |

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| c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes;<br>d. provide routes that are on areas of least slope and avoid potential hazards such as flooding;<br>e. run predominately along public spaces including streets or parks that are fronted by dwellings;<br>f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;<br>g. are widened at potential vehicle conflict points.<br><br>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.<br><br>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout. | b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.<br><br>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. | |
| **PO11**<br>Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including:<br>a. safe and efficient movement of users, including vehicles, cyclists and pedestrians;<br>b. vehicle parking;<br>c. access to properties, including accommodation of the largest design service vehicle;<br>d. construction and maintenance of public utilities;<br>e. landscaping, street trees and shading;<br>f. safety and visibility;<br>g. integrated pedestrian and cyclist movement and safety;<br>h. noise reduction;<br>i. required design vehicles;<br>j. utility services. | **AO11**<br>Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy. | **Not Applicable**<br>The subdivision does not involve new road. |
| **PO12**<br>Development provides a road network that:<br>a. includes a minor road network that creates convenient and safe movement between uses and to major roads;<br>b. positively contributes to and enhances the bicycle network and streetscape hierarchy;<br>c. caters for the expected vehicle, pedestrian and cyclist use;<br>d. utilises geometry consistent with the standards relevant for the road hierarchy;<br>e. provides safe vehicular access to each lot where direct lot access is allowed;<br>f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;<br>g. provides safe pedestrian and cyclist crossings;<br>h. minimises the need for earthworks;<br>i. provides minor roads adjoining and overlooking the public parks network;<br>j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;<br>k. maximises the quality of the public realm, provision of street trees and availability of on-street parking. | **AO12.1**<br>Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. | **Not Applicable**<br>The subdivision does not involve new road. |
| | **AO12.2**<br>Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park. | **Not Applicable**<br>The subdivision does not involve new road. |
| | **AO12.3**<br>Development provides road network that:<br>a. is generally orientated on a modified grid pattern that allows for topographic constraints;<br>b. facilitates the following orientation wherever possible:<br>i. generally north-south roads, to allow lots to have their long axes typically orientated east-west;<br>c. generally east-west roads, to allow lots to have their long axes typically orientated north-south. | **Not Applicable**<br>The subdivision does not involve new road. |
| **PO13**<br>Development provides connected road, pedestrian and bicycle networks. | **AO13** | **Not Applicable**<br>The subdivision does not involve new road. |

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| | Development involving new road ensures that a no through road is included only where:<br>a. physical features obstruct road network continuity;<br>b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;<br>c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road;<br>d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;<br>e. if for residential development, a no through road:<br>i. accommodates a maximum of 200 vehicle movements per day;<br>ii. provides a visible maneuvering area from the no through road entrance;<br>iii. is no longer than 150m.<br>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.<br><br>Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application. | |
| **PO14**<br>Development maximises opportunities to provide on-street car parking where:<br>a. in compliance with the intended function of the road;<br>b. taking into consideration kerb space requirements for:<br>i. bus stops, passenger set down, servicing and traffic control devices;<br>ii. street trees and landscaping;<br>iii. street furniture and public signage;<br>c. utilities and other infrastructure. | **AO14**<br>Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>The subdivision does not involve new road. |
| **PO15**<br>Development provides intersection designs that ensure:<br>a. safety, efficient function and visibility for vehicles, pedestrians and cyclists;<br>b. verge areas that provide sufficient space for safe pedestrian movement;<br>c. sufficient space for infrastructure and traffic management. | **AO15**<br>Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy. | **Not Applicable**<br>The subdivision does not involve new road. |
| **PO16**<br>Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities. | **AO16**<br>Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>The subdivision does not involve new road. |
| **PO17**<br>Development provides a transport network that is:<br>a. designed to operate safely for users, pedestrians and cyclists;<br>b. ensures emergency access or evacuation in emergencies. | **AO17**<br>Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.<br><br>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. | **Complies**<br>The subdivision does not access roads used by more than 1,000 vehicles per day. |
| **Section C—Specific performance outcomes and acceptable outcomes applicable to development** | | |
| **Section C1—Development for reconfiguring a lot involving any of the following:**<br>**a. a site that is more than 1ha in the Emerging community zone; or** | | |

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| **b. the number of potential dwellings is 20 or more in the Emerging community zone; or**<br>**c. a site that is more than 7,000m² in the Low density residential zone; or**<br>**d. the number of lots is 20 or more; or**<br>**e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or**<br>**f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building.**<br>**Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.** | | |
| **PO18**<br>Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:<br>a. the lot frontage of all residential lots is within:<br>i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;<br>ii. 800m walking distance of a local shop and services;<br>b. the greatest intensity of development is within 400m walking distance from:<br>i. a centre other than a Neighbourhood centre;<br>ii. high frequency public transport;<br>c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;<br>d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;<br>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;<br>f. centrally located parks;<br>g. sites are provided for community activities, services and facilities and utilities;<br>h. integrated development with compatible surrounding development approvals and established residential areas;<br>i. the outcomes of neighbourhood plans are delivered;<br>j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process.<br>k.<br>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.<br>Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm. | **AO18.1**<br>Development is designed and sited in compliance with:<br>a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following:<br>i. integration, connection and relationship of the site with surrounding land uses;<br>ii. roads, pathways, bicycle and public transport stops and stations;<br>iii. character and environmental values and development constraints;<br>iv. parks and key destinations such as centres and community facilities; or<br>b. a structure plan prepared in accordance with the Structure planning planning scheme policy.<br><br>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient.<br><br>**AO18.2**<br>Development likely to generate significant pedestrian movements provides a layout with a:<br>a. maximum street block length of 220m;<br>b. maximum street block depth of 80m;<br>c. mid-block pedestrian pathway:<br>i. every 150m of street block length or part thereof where a street block length exceeds 200m;<br>**d.** providing a minimum 5m wide direct line of sight between the link ends. | **Complies**<br>The proposed development will follow the structure plan provided with A006935362 as there are no new roads provided with this application and the scale of the development is only proposed to be 18 lots. It is also noted that the adjoining lots are fully developed or have development approvals for subdivisions that are in the process of being constructed.<br><br>**Not Applicable**<br>The development is not likely to generate significant pedestrian movements. |
| **PO19**<br>Development ensures that the layout retains and responds to:<br>a. physical features such as topography, natural drainage systems and significant vegetation;<br>b. existing heritage or character buildings;<br>c. adjoining existing uses and the transport and public park networks. | **AO19.1**<br>Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.<br>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome | **PO19 Complies**<br>The proposed development has been designed to respond to the Site's physical and ecological characteristics, with particular regard to ground truthed areas of higher habitat value. A conservation lot is proposed along the southern extent of the site and will be retained and rehabilitated. This area contains ecologically important vegetation and provides functional connectivity to intact vegetation beyond the site, facilitating fauna movement.<br><br>Lots 1–17 have been deliberately confined to the northern extent of the site to minimise habitat fragmentation and reduce edge effects. Through this approach, the development layout retains significant vegetation and natural features, with the retained and enhanced southern conservation lot forming |

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| | | a linear habitat and conservation corridor measuring approximately 45.4 m by 201 m. Refer to Ecological Assessment Report for more details. |
| | **AO19.2**<br>Development integrates heritage or character buildings with community facilities or shared facilities. | **Not Applicable**<br>No heritage or character buildings present. |
| **PO20**<br>Development provides a layout that supports pedestrian access to public transport services by locating:<br>a. a high proportion of dwellings close to public transport stops;<br>b. higher density residential development close to transport stops;<br>c. non-residential or high trip-generating uses immediately proximate to transport stops. | **AO20**<br>Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station. | **PO20 Complies**<br>The proposed development will not be within 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.<br><br>Nearby roads are capable of accommodating public transport and will not limit the possibility of public transport being provided to the area in the future. As the area develops public transport will become more viable and this development will be able to access future transport provided to the area via adjacent roads. |
| **PO21**<br>Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze. | **AO21.1**<br>Development provides lots that are generally designed and positioned to locate:<br>a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%;<br>b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor. | **Complies**<br>The development site and surrounding land is flat with minimal slope and will allow for climate responsive subtropical building design. |
| | **AO21.2**<br>Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings. | **Not Applicable**<br>The development does not propose any small lots with building envelope plans. |
| **PO22**<br>Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:<br>a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan;<br>b. is consistent with the surrounding lot character; or<br>c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities.<br><br>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*. | **AO22.1**<br>Development provides a range of lot sizes that comply with:<br>a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or<br>b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or<br>c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.<br>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads. | **Complies**<br>The proposed development provides a range of lot sizes that comply with the Low density residential zone. |
| | **AO22.2**<br>Development fronting an existing or proposed road provides: | **PO22 Complies** |

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| | a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone;<br>b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;<br>c. if adjoining land in the Residential zones category or the Emerging community zone:<br>i. a consistent lot character;<br>ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport.<br>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.<br><br>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm. | The proposed development provides a consistent lot character that matches the character of surrounding development. The provided lot sizes match the outcomes of the Low density residential zone. |
| **PO23**<br>Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:<br>a. site access opportunities or restrictions;<br>b. positive streetscape or park interface opportunities;<br>c. opportunities to locate near transport stops or on transport routes;<br>d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses;<br>e. development interfaces and land use transitions to residential uses. | **AO23**<br>Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:<br>a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point;<br>b. on the end of street blocks or corners;<br>c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;<br>d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots. | **Not Applicable**<br>No non-residential lots are proposed. |
| **PO24**<br>Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements. | **AO24.1**<br>Development where providing lots for multiple dwellings:<br>a. facilitates direct pedestrian and vehicle access to ground-floor dwellings;<br>b. locates lots:<br>i. on corner sites; or<br>ii. at the ends of street blocks; or<br>iii. where they have dual frontage.<br>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. | **Not Applicable**<br>The proposed development does not provide lots for multiple dwellings. |
| | **AO24.2**<br>Development ensures that a lot that is less than 350m$^2$ or with a frontage width less than 10m:<br>a. is located mid-block or adjacent to a park where there is dual frontage;<br>b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions;<br>c. if serviced by a rear lane, the lane is no longer than 60m in length. | **Not Applicable**<br>The proposed development does not include lots less than 350m$^2$ or with a frontage less than 10m. |
| | **AO24.3**<br>Development provides for larger lots located on corners or at the end of T-intersections. | **Complies**<br>The development provides for a larger corner lot compared to the mid street lots. |
| **PO25** | **AO25.1** | **Complies** |

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| Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:<br>a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;<br>b. to maximise outdoor private space, privacy and amenity;<br>c. to provide convenient on-site vehicle access and parking. | 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. | The proposed development provides lots that are rectangular in shape with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B. |
| | **AO25.2**<br>Development with lots less than 600m$^2$ provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a. | **Complies**<br>The development has lots less than 600m$^2$ and as such the lots provided are rectangular in shape and are orientated in accordance with Figure a. |
| **PO26**<br>Development provides land for park purposes that is well distributed and located and is consistent with:<br>a. the nature of surrounding parks;<br>b. the needs of occupants and visitors;<br>c. the safety and connection to the transport network. | **AO26**<br>Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan. | **Not Applicable**<br>The proposed development does not include land for park purposes. |
| **Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:**<br>**a. not complying with the dimensions in Table 9.4.10.3.B; or**<br>**b. with a frontage width of less than 10m.** | | |
| **PO27**<br>Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the:<br>a. intended character of a locality;<br>b. quality of the public realm and the provision of street trees;<br>c. availability of on-street car parking;<br>d. natural, character or heritage features of the lot.<br><br>Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | **AO27.1**<br>Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:<br>a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code;<br>b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater;<br>c. 1.5m to any secondary street frontage where for a corner lot;<br>d. 3m to any private open space on an existing or proposed adjoining small lot.<br><br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.<br><br>Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. | **Not Applicable**<br>This subdivision does not result in the creation of small lots with dimensions that do not comply with Table 9.4.10.3.B or have a frontage less than 10m. |
| | **AO27.2**<br>Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m$^2$ principle private open space with a minimum dimension of 4m.<br><br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.<br><br>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**<br>This subdivision does not result in the creation of small lots with dimensions that do not comply with Table 9.4.10.3.B or have a frontage less than 10m. |

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| | **AO27.3**<br>Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls.<br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | **Not Applicable**<br>This subdivision does not result in the creation of small lots with dimensions that do not comply with Table 9.4.10.3.B or have a frontage less than 10m. |
| | **AO27.4**<br>Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that:<br>a. minimises impacts to existing street trees and on-street car parking;<br>b. maximises opportunities for street tree planting and on-street car parking.<br><br>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | **Not Applicable**<br>This subdivision does not result in the creation of small lots with dimensions that do not comply with Table 9.4.10.3.B or have a frontage less than 10m. |
| **Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone** | | |
| **PO28**<br>Development provides a lot layout plan that:<br>a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic;<br>b. minimises impacts to existing or potential incompatible land uses. | **AO28.1**<br>Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street. | **Not Applicable**<br>The subject site is not located within the Industry zones category or the Extractive industry zone. |
| | **AO28.2**<br>Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses. | **Not Applicable**<br>The subject site is not located within the Industry zones category or the Extractive industry zone. |
| **PO29**<br>Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities. | **AO29**<br>Development provides lots that are arranged to:<br>a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area;<br>b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas. | **Not Applicable**<br>The subject site is not located within the Industry zones category or the Extractive industry zone. |
| **PO30**<br>Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that:<br>a. are of a size that facilitates a variety of industrial and industry compatible land uses;<br>b. are not subdivided or otherwise fragmented into unviable lot sizes. | **AO30**<br>Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B. | **Not Applicable**<br>The subject site is not located within the Industry zones category or the Extractive industry zone. |
| **Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone**<br>**Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.** | | |
| **PO31**<br>Development:<br>a. facilitates the integration of centre and mixed uses with adjacent uses and features;<br>b. complements and enhances existing or proposed public spaces;<br>c. ensures minimum impact on the amenity of adjacent and nearby areas; | **AO31**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The subject site is not located within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone. |

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| d. provides for reasonable buffers between any existing or potential incompatible land uses. | | |
| **Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan** | | |
| **PO32**<br>Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values.<br><br>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.<br><br>Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*. | **AO32**<br>Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that:<br>a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;<br>b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;<br>c. does not further fragment viable rural land.<br><br>Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of 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*. | **Not Applicable**<br>The subject site is not located within the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan. |
| **PO33**<br>Development provides vehicular access that is:<br>a. available to each lot or building envelope area;<br>b. does not result in the loss of ecological features, significant vegetation and koala habitat trees.<br><br>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy. | **AO33**<br>Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement.<br><br>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. | **Not Applicable**<br>The subject site is not located within the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan. |
| **Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots**<br>**If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land** | | |
| **PO34**<br>Development does not result in:<br>a. the use of a premises being impaired or made unlawful;<br>b. dependent activities of a use becoming separated by titling;<br>c. the functioning of the relevant development approval being compromised.<br><br>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.<br><br>Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.<br><br>Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval. | **AO34.1**<br>Development ensures:<br>a. the use of premises remains lawful;<br>b. development remains in compliance with planning and building standards and development approvals.<br><br>**AO34.2**<br>Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals. | **Not Applicable**<br>This development does not involve a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building.<br><br>**Not Applicable**<br>This development does not involve a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building. |
| **If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997***<br>**Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.** | | |
| **PO35**<br>Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions: | **AO35**<br>No acceptable outcome is prescribed | **Not Applicable**<br>The development does not involve a standard format plan with common property. |

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| a. for siting and constructing the intended building and any ancillary outbuilding and structure;<br>b. for the provision of private open space, vehicle access and parking;<br>c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.<br><br>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code. | | |
| **PO36**<br>Development provides internal access ways and driveways that:<br>a. are designed to clearly indicate the function of the access way;<br>b. provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities | **AO36.1**<br>Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following:<br>a. internal access ways that are designed in compliance with Table 9.4.10.3.C;<br>b. internal driveways serving a single dwelling that are a maximum of 3m wide;<br>c. driveways serving more than 3 lots that are at least 4m wide. | **Not Applicable**<br>The development does not involve a standard format plan with common property. |
| | **AO36.2**<br>Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>The development does not involve a standard format plan with common property. |

## FILLING AND EXCAVATION CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **PO1**<br>Development for filling or excavation minimises visual impacts from retaining walls and earthworks. | **AO1**<br>Development ensures that the total height of any cut and fill, whether or not retained, does not exceed:<br>a. 2.5m in a zone in the Industry zones category;<br>b. 1m in all other zones, or if adjoining a sensitive zone. | **PO1**<br>The proposed filling will exceed 1m in height, however, the visual impacts of the retaining walls above 1m in height will be lessened as the walls are not located along the side or rear boundaries and will not be visible external to the site. |
| **PO2**<br>Development of a retaining wall proposed as a result of filling or excavation:<br>a. is designed and constructed to be fit for purpose;<br>b. does not impact adversely on significant vegetation;<br>c. is capable of easy maintenance.<br><br>Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.<br><br>Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy. | **AO2.1**<br>Development of a retaining structure, including footings, surface drainage and subsoil drainage:<br>a. is wholly contained within the site;<br>b. if the total height to be retained is greater than 1m, then:<br>i. the retaining wall at the property boundary is no greater than 1m above the ground level;<br>ii. all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit;<br>iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas. | **PO2**<br>The proposed retaining walls achieve compliance as per the following:<br>a) The walls are located wholly within the subject site.<br>b) The total height of filling to be retained is greater than 1m, however, the following is achieved:<br>i. The wall height at any property boundary is no greater than 1m above ground level;<br>ii. The maximum wall height is 1.2m and is located internally within the development where it will have limited impacts external to the site. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| | **AO2.2**<br>Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland. | **Compliant**<br>The sections of retaining wall will protect significant vegetation on the site and will be designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland. |
| | **AO2.3**<br>Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary. | **Compliant**<br>The retaining walls will be provided with a suitable finish in accordance with Council's requirements. |
| | **AO2.4**<br>Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy. | **Compliant**<br>Only clean fill will be used as part of this development application. |
| **PO3**<br>Development ensures that a rock anchor is designed and constructed to be fit for purpose. | **AO3**<br>Development ensures that a rock anchor:<br>a. is constructed in accordance with the standards in the Infrastructure design planning scheme policy;<br>b. where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners. | **Not Applicable**<br>No rock anchors are proposed as part of this development application. |
| **PO4**<br>Development protects all services and public utilities. | **AO4**<br>Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities. | **Complies**<br>All services and public utilities will be protected as part of this application. |
| **PO5**<br>Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land. | **AO5**<br>Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy. | **Complies**<br>No changes to the subsoil drainage are proposed as part of this application. |
| **PO6**<br>Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems.<br>Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines. | **AO6**<br>Filling or excavation does not involve the construction of open drainage. | **Not Applicable**<br>Open drainage is not proposed as part of this application. |
| **PO7**<br>Development for filling or excavation: | **AO7.1**<br>Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy. | **Not Applicable**<br>No water treatment is proposed or required as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| a. does not degrade water quality or adversely affect environmental values in receiving waters;<br>b. ensures site sediment and erosion control standards are best practice. | **AO7.2**<br>Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy. | |
| **PO8**<br>Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised.<br><br>Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO8.1**<br>Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site. | **Not Applicable**<br>The appropriate measures will be implemented to minimise dust suppression. |
| | **AO8.2**<br>Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays. | **Not Applicable**<br>Earthworks will only occur within the specified hours. |
| **PO9**<br>Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E.<br>Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome. | **AO9**<br>Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site. | **Not Applicable**<br>No ground-borne vibration will be created as part of the proposed works. |
| **PO10**<br>Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land. | **AO10**<br>Development ensures that heavy trucks hauling material to and from the site:<br>a. occur for a maximum of 3 weeks;<br>b. use a major road to access the site;<br>c. only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative. | **Complies**<br>Heavy trucks will haul loads in accordance with Council's requirements. The appropriate measures will be implemented to minimise heavy truck usage. |
| **PO11**<br>Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material. | **AO11**<br>Development does not involve:<br>a. excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;<br>b. filling with material containing a contaminant. | **Complies**<br>The subject site is not listed on the Environmental Management Register or the Contaminated Land Register and no filling is proposed. |
| **PO12**<br>Development provides for:<br>a. landscaping for water conservation purposes;<br>b. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;<br>c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.<br>d. Reticulated irrigation to all artificial growing environments. | **AO12.1**<br>Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO12.2**<br>Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design guidelines for water conservation planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO12.3**<br>Development provides areas of pavement, turf and mulched garden beds which are drained. | **Not Applicable**<br>No landscaping is proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| | Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections. | |
| **PO13**<br>Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes. | **AO13**<br>Development does not involve the creation of canals or artificial waterways. | **Not Applicable**<br>No canals or artificial waterways will be created as part of this application. |

## INFRASTRUCTURE DESIGN CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| **PO1**<br>Development provides roads, pavement, edging and landscaping which:<br>a. are designed and constructed in accordance with the road hierarchy;<br>b. provide for safe travel for pedestrians, cyclists and vehicles;<br>c. provide access to properties for all modes;<br>d. provide utilities;<br>e. provide high levels of aesthetics and amenity, improved liveability and future growth;<br>f. provide for the amelioration of noise and other pollution;<br>g. provide a high-quality streetscape;<br>h. provide a low-maintenance asset with a minimal whole-of-life cost.<br>Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | **AO1**<br>Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **Complies**<br>No new roads are proposed as part of this application. |
| **PO2**<br>Development provides road pavement surfaces which:<br>a. are well designed and constructed;<br>b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles;<br>c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access;<br>d. allows for reasonable travel comfort. | **AO2**<br>Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>No road pavements are required as part of this application. |
| **PO3**<br>Development provides a pavement edge which is designed and constructed to:<br>a. control vehicle movements by delineating the carriageway for all users;<br>b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids. | **AO3**<br>Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy. | **Complies**<br>No changes to the pavement edge are proposed as part of this application. |
| **PO4**<br>Development provides verges which are designed and constructed to:<br>a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; | **AO4**<br>Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. | **Complies**<br>The proposed development maintains verges to the proposed road of development application A006935362 and Laxton Road, which are in keeping with the existing surrounding locality and provide sufficient area for public utility services and are maintainable. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| provide a sufficient area for public utility services;<br>be maintainable by the Council. | | |
| **PO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:<br>a. allows equitable access for all modes;<br>b. is safe and secure;<br>c. has 24-hour access;<br>d. is a low-speed shared zone environment;<br>e. has a high-quality streetscape. | **AO5**<br>Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed plans involve no plans to create lanes or laneways. |
| **PO6**<br>Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard:<br>a. an effective, high-quality paved roadway;<br>b. an effective, high-quality roadway kerb and channel;<br>c. safe, high-quality vehicle crossings over channels and verges;<br>d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment;<br>e. safe vehicle access to the site that enables ingress and egress in a forward gear;<br>f. provision of and required alterations to public utilities;<br>g. effective drainage;<br>h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals. | **AO6**<br>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:<br>a. concrete kerb and channel;<br>b. forming and grading to verges;<br>c. crossings over channels and verges;<br>d. a constructed bikeway;<br>e. a constructed verge or reconstruction of any damaged verge;<br>f. construction of the carriageway;<br>g. payment of costs for required alterations to public utility mains, services or installations;<br>h. construction of and required alterations to public utility mains, services or installations;<br>i. drainage works;<br>j. installation of electrical conduits. | **Complies**<br>The subject site currently/will have verge along proposed road of development application A006935362 and Laxton Road that meets the requirements of the local area. |
| **PO7**<br>Development provides both cycle and walking routes which:<br>a. are located, designed and constructed to their network classification (where applicable);<br>b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;<br>c. provide safe and comfortable access to properties for pedestrians and cyclists;<br>d. incorporate water sensitive urban design into stormwater drainage;<br>e. provide for utilities;<br>f. provide for a high level of aesthetics and amenity, improved liveability and future growth;<br>g. are a low-maintenance asset with a minimal whole-of-life cost;<br>h. minimise the clearing of significant native vegetation. | **AO7**<br>Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy. | **Complies**<br>No cycle or walking routes are proposed or required as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | | |
| **PO8**<br>Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised. | **AO8.1**<br>Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. | **Complies**<br>Refuse will be collected in accordance with the standard requirements for residential lots. |
| | **AO8.2**<br>Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.<br><br>Note—Refer to the Refuse planning scheme policy for further guidance. | **Complies**<br>Refuse will be collected in accordance with the standard requirements for residential lots. |
| **PO9**<br>Development ensures that:<br>a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal;<br>b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes. | **AO9.1**<br>Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. | **Complies**<br>The existing/proposed adjacent services suffice and will be retained along with this development. |
| | **AO9.2**<br>Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer. | **Complies**<br>The existing/proposed services suffice and will be retained along with this development. |
| **PO10**<br>Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts. | **AO10.1**<br>Development provides public utilities and street lighting which are located and aligned to:<br>a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map;<br>b. minimise earthworks;<br>c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work.<br><br>Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. | **Complies**<br>The existing/proposed street public utilities and street lighting will not be altered as part of this application. |
| | **AO10.2**<br>Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services. | |
| | **AO10.3**<br>Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy. | |
| **PO11** | **AO11** | **Complies** |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply. | Development provides land with the following services to the standards of the approved supplier:<br>a. electricity;<br>b. telecommunications services;<br>c. gas service where practicable. | Access to electricity and telecommunications is available at the subject site. |
| **PO12**<br>Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city. | **AO12**<br>Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if:<br>a. the additional expense is unlikely to be prohibitive; or<br>b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or<br>c. there is a clear gap in the telecommunications network; or<br>d. there is a clear gap in the bandwidth available to the area.<br><br>Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road. | **Complies**<br>Conduits will be provided, if required. |
| **PO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which:<br>a. is provided commensurate with the status and scale of the proposed development;<br>b. is sited and designed:<br>i. as an integrated part of the project design;<br>ii. as conceptually relevant to the context of the location;<br>iii. to reflect and respond to the cultural values of the community;<br>iv. to promote local character in a planned and informed manner. | **AO13**<br>Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed development does not involve public art. |
| **PO14**<br>Development provides signage of buildings and spaces which promote legibility to help users find their way. | **AO14**<br>Development provides public signage:<br>a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments;<br>b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.<br><br>Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law). | **Not Applicable**<br>Public signage is not required nor proposed for this application. |
| **PO15**<br>Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose. | **AO15**<br>Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed development does not provide community facilities. |
| **PO16**<br>Development provides public toilets which: | **AO16** | **Not Applicable**<br>The proposed development does not provide public toilets. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| a. are required as part of a community facility or park;<br>b. are located, designed and constructed to be:<br>i. safe;<br>ii. durable;<br>iii. resistant to vandalism;<br>iv. able to service expected demand;<br>v. fit for purpose. | Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy. | |
| **PO17**<br>Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for:<br>a. safe movement of intended users;<br>b. an attractive appearance appropriate to the general surroundings and any adjacent structures;<br>c. functionality and easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. current and future services.<br><br>Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy. | **AO17**<br>Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed development does not involve bridges, tunnels, elevated structures and water access structures. |
| **PO18**<br>Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for:<br>a. safety;<br>b. an attractive appearance appropriate to the general surroundings;<br>c. functionality and easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. future widening;<br>g. current and future services;<br>h. minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.<br><br>Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | **AO18**<br>Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed development does not involve the provision of culverts. |
| **PO19**<br>Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for:<br>a. safety; | **AO19**<br>Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>The proposed development does not involve providing batters, retaining walls, seawalls or river walls at this stage. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| b. an attractive appearance appropriate to the surrounding area;<br>c. easy maintenance;<br>d. minimal whole-of-life cost;<br>e. longevity;<br>f. minimal water seepage.<br><br>Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards. | | |
| **If for development with a gross floor area greater than 1,000m²** | | **Not Applicable**<br>There is no GFA proposed as part of this application. |
| **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**<br>The proposed development does not involve premises that is accessed by common private title. |
| **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**<br>No major infrastructure is part of this development. |
| **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**<br>There are no potential impacts on major infrastructure caused by this development. |

## LANDSCAPE CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO1**<br>Development ensures that trees are protected from development impacts. | **AO1.1**<br>Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites. | **Complies**<br>The development will involve the removal of vegetation please refer to the Tree Retention Plan and the Ecological Assessment Report for more detail. Protection of trees that are to be retained will be in accordance with AS 4970-2009 and any tree surgery and pruning will be carried out in accordance with AS 4373-2007. |
| | **AO1.2**<br>Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for:<br>a. vegetation damaged as a result of the development;<br>b. vegetation requiring pruning of branches and/or roots. | |
| **PO2**<br>Development provides acoustic barriers and long fences along street frontages which:<br>a. are enhanced by appropriate planting;<br>b. are of high visual quality;<br>c. are designed for longevity; | **AO2.1**<br>Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site:<br>a. is designed in compliance with the standards in the Infrastructure design planning scheme policy;<br>b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; | **Not Applicable**<br>An acoustic barrier is not required as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| d. provide maintenance access and promote pedestrian permeability in appropriate circumstances. | c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site;<br>d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas. | |
| | **AO2.2**<br>Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:<br>a. species in accordance with the Planting species planning scheme policy;<br>b. a minimum of 2 tier planting. | **Not Applicable**<br>A planting buffer is not required as part of this development application. |
| **PO3**<br>Development provides species as a screen or buffer which maintain the amenity of adjoining premises. | **AO3**<br>Development ensures that a landscape buffer required by a use code incorporates:<br>a. species in accordance with the Planting species planning scheme policy;<br>b. a minimum of 2 tier planting. | **Not Applicable**<br>A landscape buffer is not required as part of this development application. |
| **PO4**<br>Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings. | **AO4.1**<br>Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO4.2**<br>Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO4.3**<br>Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO5**<br>Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points. | **AO5.1**<br>Development incorporates a plant selection along a pathway which ensures:<br>a. a clear trunk height of minimum 1.8m at maturity;<br>a shrub height of maximum 1m at maturity.<br>Refer to the Crime prevention through environmental design planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO5.2**<br>Landscaping and mounding do not interfere with visibility along a pathway.<br>Refer to the Crime prevention through environmental design planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO6**<br>Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists. | **AO6**<br>Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.<br>Note—Cues could include changes in levels, surface or landscape treatment or fencing. | **Not Applicable**<br>No landscaping is proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO7**<br>Development provides a plant selection which addresses the functional issues of the development including:<br>a. screening and buffering;<br>b. street presentation;<br>c. shading;<br>d. character;<br>e. amenity;<br>f. ecology;<br>g. water availability and stormwater treatment. | **AO7**<br>Development provides species in accordance with the Planting species planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO8**<br>Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes. | **AO8**<br>Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO9**<br>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**<br>Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO9.2**<br>Development provides planting areas within car parking areas that are protected by wheel stops or bollards. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO10**<br>Development for a shade structure does not compromise landscape outcomes. | **AO10**<br>Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO11**<br>Development involving the construction of retaining walls provides for:<br>a. safety;<br>b. an attractive appearance appropriate to the surrounding area;<br>c. easy maintenance;<br>d. longevity;<br>e. minimal water seepage impacts. | **AO11**<br>Development of a retaining wall:<br>a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland;<br>b. incorporates planting areas. | **Not Applicable**<br>No retaining walls will be constructed as part of this application. |
| **PO12**<br>Development provides for:<br>a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;<br>b. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised. | **AO12.1**<br>Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO12.2**<br>Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO12.3**<br>Development provides areas of pavement, turf and mulched garden beds which are adequately drained. | **Not Applicable**<br>No landscaping is proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| | Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections. | |
| **PO13**<br>Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping. | **AO13.1**<br>Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight. | **Not Applicable**<br>No landscaping or turf areas are proposed as part of this application. |
| | **AO13.2**<br>Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO13.3**<br>Development provides one hose cock within each private landscape and recreation area. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO13.4**<br>Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| | **AO13.5**<br>Development provides planting media and mulch in accordance with AS4454 Composts, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use. | **Not Applicable**<br>No landscaping is proposed as part of this application. |
| **PO14**<br>Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities. | **AO14**<br>Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services. | **Not Applicable**<br>No landscaping is proposed as part of this application. |

## STORMWATER CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **Section A—If for a material change of use, reconfiguring a lot, operational work or building work**<br>**Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.** | | |
| **PO1**<br>Development provides a stormwater management system which achieves the integrated management of stormwater to:<br>a. minimise flooding;<br>protect environmental values of receiving waters;<br>maximise the use of water sensitive urban design;<br>minimise safety risk to all persons;<br>maximise the use of natural waterway corridors and natural channel design principles. | **AO1**<br>Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy. | **Complies**<br>Each lot will discharge stormwater to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site. Please see the attached Stormwater management plan prepared by Engeny for further information. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality. | | |
| **PO2**<br>Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site. | **AO2.1**<br>Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises. | **Complies**<br>The proposed subdivision will not result in an increase on flood level or flood hazard on up slope, down slope or adjacent premises. |
| | **AO2.2**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Each lot will discharge stormwater to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site in accordance with the standards in the Infrastructure design planning scheme policy. |
| **PO3**<br>Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties. | **AO3.1**<br>Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor. | **Complies**<br>Each lot will discharge stormwater to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site. |
| | **AO3.2**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Each lot will discharge stormwater to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site, in accordance with the standards in the Infrastructure design planning scheme policy. |
| | **AO3.3**<br>Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Each lot will discharge stormwater to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site. |
| | **AO3.4**<br>Where on private land, all underground stormwater infrastructure is secured by a drainage easement. | **Complies**<br>No underground stormwater infrastructure is proposed as part of this application. |
| **PO4**<br>Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments. | **AO4.1**<br>Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Stormwater from each lot will be discharged to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site |
| | **AO4.2**<br>Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Stormwater from each lot will be discharged to the kerb and channel and stormwater infrastructure within the proposed road of development application A006935362 adjacent to the northern boundary of the site |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO5**<br>Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement. | **AO5**<br>Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement. | **Complies**<br>The proposal does not involve any creek modification or stormwater channels. |
| **PO6**<br>Development ensures that location and design of stormwater detention and water quality treatment:<br>a. minimises risk to people and property;<br>b. provides for safe access and maintenance;<br>c. minimises ecological impacts to creeks and waterways. | **AO6.1**<br>Development locates stormwater detention and water quality treatment:<br>a. outside of a waterway corridor;<br>offline to any catchment not contained within the development. | **Not Applicable**<br>No stormwater detention or water quality treatment is required as part of this application. |
| | **AO6.2**<br>Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy. | **Not Applicable**<br>No stormwater detention or water quality treatment is required as part of this application. |
| **PO7**<br>Development is designed, including any car parking areas and channel works to:<br>a. reduce property damage;<br>b. provide safe access to the site during the defined flood event. | **AO7.1**<br>Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F.<br>Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan). | **Complies**<br>The future development of the site will be capable of exceeding the minimum flood immunity levels. |
| | **AO7.2**<br>Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Stormwater from each lot will be discharged to the existing stormwater infrastructure. |
| **PO8**<br>Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path. | **AO8.1**<br>Development ensures natural waterway corridors and drainage paths are retained. | **Complies**<br>No changes to natural waterway corridors or drainage paths will occur as part of this application. |
| | **AO8.2**<br>Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour.<br>Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines. | **Complies**<br>No changes to flows through the site are proposed as part of this application. |
| | **AO8.3**<br>Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>Stormwater discharged from each lot will be maintained as per the existing situation. |
| | **AO8.4**<br>Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy. | **Complies**<br>No changes to flows through the site are proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO9**<br>Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use. | **AO9**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>No additional impervious areas are proposed as part of this application. |
| **PO10**<br>Development ensures that there is sufficient site area to accommodate an effective stormwater management system.<br>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only. | **AO10**<br>No acceptable outcome is prescribed. | **Complies**<br>No changes to flows through the site are proposed as part of this application. |
| **PO11**<br>Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:<br>a. existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades;<br>b. safe management of stormwater discharge from existing and future up-slope development;<br>c. implication for adjacent and down-slope development. | **AO11.1**<br>Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge. | **Not Applicable**<br>No up-slope drainage connections are required as part of this proposal. |
| | **AO11.2**<br>Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy. | **Not Applicable**<br>No up-slope drainage connections are required as part of this proposal. |
| **PO12**<br>Development provides stormwater infrastructure which:<br>a. remains fit for purpose for the life of the development and maintains full functionality in the design flood event;<br>can be safely accessed and maintained cost effectively;<br>ensures no structural damage to existing stormwater infrastructure. | **AO12.1**<br>The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy. | **Complies**<br>No changes to flows through the site are proposed as part of this application. |
| | **AO12.2**<br>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. | **Not Applicable**<br>No manholes are located onsite. |
| **PO13**<br>Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:<br>a. the environmental values and water quality objectives of waters;<br>waterway hydrology;<br>the maintenance and serviceability of stormwater infrastructure.<br>Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome. | **AO13**<br>No acceptable outcome is prescribed. | **Complies**<br>The appropriate sediment and erosion control can be implemented if construction work is required onsite. |
| **PO14**<br>Development ensures that:<br>a. unnecessary disturbance to soil, waterways or drainage channels is avoided;<br>all soil surfaces remain effectively stabilised against erosion in the short and long term. | **AO14**<br>No acceptable outcome is prescribed. | **Complies**<br>The appropriate sediment and erosion control can be implemented if construction work is required onsite. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO15**<br>Development does not increase:<br>a. the concentration of total suspended solids or other contaminants in stormwater flows during site construction;<br>b. run-off which causes erosion either on site or off site. | **AO15**<br>No acceptable outcome is prescribed. | **Complies**<br>The appropriate sediment and erosion control can be implemented if construction work is required onsite. |
| **Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:**<br>a. a material change of use for an urban purpose which involves greater than 2,500m$^2$ of land that:<br>i. will result in an impervious area greater than 25% of the net developable area; or<br>ii. will result in 6 or more dwellings.<br>b. reconfiguring a lot for an urban purpose that involves greater than 2,500m$^2$ of land and will result in 6 or more lots;<br>c. operational work for an urban purpose which involves disturbing greater than 2,500m$^2$ of land. | | |
| **PO16**<br>Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values.<br><br>Note—Prescribed water contaminants are defined in the *Environmental Protection Act 1994*.<br><br>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only. | **AO16**<br>Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy. | **PO16 Complies**<br>The proposed development will not involve a stormwater management system. The proposed development will not result in entry and transport of contaminants into stormwater. Please see the attached Stormwater management plan prepared by Engeny for further information. |
| **PO17**<br>Development ensures that:<br>a. the discharge of wastewater to a waterway or external to the site is avoided; or<br>b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment.<br><br>Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome.<br><br>**Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.** | **AO17**<br>No acceptable outcome is prescribed. | **Complies**<br>The proposed development will not result in the discharge of wastewater to a waterway. |
| **Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot** | | |
| **PO18**<br>Development protects stormwater infrastructure to ensure the following are not compromised:<br>a. the long term infrastructure for the stormwater network in the Long term infrastructure plans;<br>the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; | **AO18**<br>Development protects stormwater infrastructure in compliance with the following:<br>a. for long term infrastructure for the stormwater network, the Long term infrastructure plans;<br>for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; | **Complies**<br>The proposed subdivision will protect existing and any future stormwater infrastructure. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| the provision of long term, existing and planned infrastructure for the stormwater network which:<br>i. is required to service the development or an existing and future urban development in the planning scheme area; or<br>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.<br>**Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.** | the standards for stormwater drainage in the Infrastructure design planning scheme policy. | |
| **PO19**<br>Development provides for the payment of extra trunk infrastructure costs for the following:<br>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;<br>for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:<br>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;<br>ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development;<br>iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development.<br><br>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.<br><br>**Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.** | **AO19**<br>No acceptable outcome is prescribed. | **Complies**<br>All trunk infrastructure costs will be paid as required. |

## TRANSPORT, ACCESS PARKING AND SERVICING CODE

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| **PO1**<br>Development is designed:<br>a. to include a technically competent and accurate response to the transport and traffic elements of the development;<br>b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;<br>c. to ensure the efficient operation and safety of the development and its surrounds. | **AO1**<br>Development complies with the standards in the Transport, access, parking and servicing planning scheme policy. | **Complies**<br>This subdivision will comply with the standards in the Transport, access, parking and servicing planning scheme policy. Please find attached the Traffic impact statement prepared by PSA Consulting for further information. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:<br>• is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;<br>• ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices. | | |
| **PO2**<br>Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council. | **AO2**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>The subject site is not considered to be of a major size. |
| **PO3**<br>Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network. | **AO3.1**<br>Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Complies**<br>Site access will comply with the standards in the Transport, access, parking and servicing planning scheme policy. |
| | **AO3.2**<br>Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises. | **Not Applicable**<br>An access easement is not proposed or required as part of this application. |
| **PO4**<br>Development provides walking and cycle routes through the site which:<br>a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;<br>encourage walking and cycling;<br>ensure pedestrian and cyclist safety;<br>provide a direct and legible network.<br>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome. | **AO4.1**<br>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:<br>a. create a walking or cycle route along the full frontage of the site;<br>connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. | **Complies**<br>No walking or cycling routes are proposed or required as part of this application. |
| | **AO4.2**<br>Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | **Complies**<br>No walking or cycling routes are proposed or required as part of this application. |
| | **AO4.3** | **Complies** |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| | Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines. | No walking or cycling routes are proposed or required as part of this application. |
| **PO5**<br>Development provides secure and convenient bicycle parking which:<br>a. for visitors is obvious and located close to the building's main entrance;<br>for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;<br>is easily and safely accessible from outside the site;<br>does not impact adversely on visual amenity;<br>does not impede the movement of pedestrians or other vehicles;<br>is designed to comply with a recognised standard for the construction of bicycle facilities.<br>Note—For a performance outcome relating to the number of bicycle 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. | **AO5.1**<br>Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| | **AO5.2**<br>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| | **AO5.3**<br>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| | **AO5.4**<br>Development provides visitor bicycle parking which does not impede pedestrian movement. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| | **AO5.5**<br>Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| **PO6**<br>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.<br>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy. | **AO6**<br>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| **PO7**<br>Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles. | **AO7**<br>Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No on-site bicycle parking is required as part of this application. |
| **PO8**<br>Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities. | **AO8**<br>No acceptable outcome is prescribed. | **Not Applicable**<br>No pedestrian or cyclist access to and from the site is required beyond what is already available. |
| **PO9**<br>Development provides access driveways in the road area that are located, designed and controlled to: | **AO9.1**<br>No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy). | **Not Applicable**<br>The subject site is not considered to be a major development. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
|---|---|---|
| a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;<br>b. ensure the amenity of adjacent premises, from impacts such as noise and light. | **AO9.2**<br>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**<br>The proposed lots will access neighbourhood roads only. |
| | **AO9.3**<br>Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Complies**<br>The proposed lots achieve the required sight distances. |
| | **AO9.4**<br>Development provides access driveways in the road area which:<br>a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;<br>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge. | **Complies**<br>The proposed lots will be provided with driveways that achieve compliance with Council's requirements. |
| | **AO9.5**<br>Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road. | **Not Applicable**<br>Shared access is not proposed or required as part of this application. |
| **PO10**<br>Redevelopment provides for:<br>a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;<br>b. the reinstatement of adjacent footpaths. | **AO10**<br>No acceptable outcome is prescribed. | **Complies**<br>The existing driveway is to be removed and the new driveways will be constructed upon development of future dwelling houses. |
| **PO11**<br>Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists. | **AO11.1**<br>Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Complies**<br>The sight distances from the frontage of each lot achieve compliance with the relevant requirements. |
| | **AO11.2**<br>Development ensures that convex mirrors are only used in a site:<br>a. as a secondary support at access driveways;<br>b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No convex mirrors are proposed or required as part of this application. |
| **PO13**<br>Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street. | **AO13**<br>Development outside of the City core and City frame as identified in Figure a:<br>a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or<br>for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking | **Not Applicable**<br>No car parking is proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| | standard is identified in the Transport, access, parking and servicing planning scheme policy.<br>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy. | |
| **PO14**<br>Development ensures that the number of car parking spaces and design of the car parking area:<br>a. meet the combined design peak parking demand for residential, visitor and business parking;<br>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.<br>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided. | **AO14.1**<br>Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. | **Not Applicable**<br>No car parking is proposed as part of this application. |
| | **AO14.2**<br>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development. | **Not Applicable**<br>No car parking is proposed as part of this application. |
| **PO15**<br>Development provides a car park layout which allows for on-site vehicle parking that:<br>a. is clearly defined, safe and easily accessible;<br>b. is designed to contain potential adverse impacts within the site;<br>c. does not detract from the aesthetics or amenity of an area;<br>d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;<br>e. is consistent with safe and convenient pedestrian and cyclist movement. | **AO15**<br>Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>No car parking is proposed as part of this application. |
| **PO16**<br>Development creates a safe environment by incorporating the key elements of crime prevention through environmental design. | **AO16**<br>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:<br>a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;<br>b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;<br>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;<br>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;<br>e. including way-finding cues;<br>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. | **Not Applicable**<br>No car parking is proposed as part of this application. |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| | Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. | |
| **PO17**<br>Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection. | **AO17**<br>Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:<br>a. denying access to potential canvases through access control techniques;<br>b. reducing potential canvases through canvas reduction techniques;<br>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.<br>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy. | **Not Applicable**<br>No new buildings are proposed as part of this application. |
| **PO18**<br>Development is serviced by an adequate number and size of service vehicles. | **AO18**<br>Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>This application will not result in any service vehicles attending site. |
| **PO19**<br>Development layout provides for services which:<br>a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected;<br>b. are clearly defined, safe and easily accessible;<br>c. are designed to contain potential adverse impacts of servicing within the site;<br>d. do not detract from the aesthetics or amenity of the surrounding area. | **AO19.1**<br>Development ensures that a service bay provided on site:<br>a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;<br>b. is located away from street frontages and screened from adjoining premises. | **Not Applicable**<br>This application will not result in any service vehicles attending site. |
| | **AO19.2**<br>Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>This application will not result in any service vehicles attending site. |
| | **AO19.3**<br>Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. | **Not Applicable**<br>This application will not result in any service vehicles attending site. |
| **PO20**<br>Development provides service vehicle access routes to and from the site which minimise the impact on:<br>a. amenity and safety in residential areas;<br>b. streets not constructed to a standard that accommodate increased heavy vehicle movements. | **AO20**<br>Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. | **Not Applicable**<br>This application will not result in any service vehicles attending site. |
| **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** |

| PERFORMANCE OUTCOMES | ACCEPTABLE OUTCOMES | JUSTIFICATION FOR COMPLIANCE |
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| Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:<br>a. the operation of the transport network;<br>b. the safety and amenity of a residential area;<br>c. a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9. | Development which is freight-dependent development is located on a site which:<br>a. has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or<br>b. can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy. | This application will not result in any of the vehicles identified above attending proposed lots. |
| | **AO21.2**<br>Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy. | **Not Applicable**<br>The development is not freight-dependant. |