



TOWN PLANNING REPORT IMPACT ASSESSABLE DEVELOPMENT APPLICATION

RECONFIGURING A LOT
1 INTO 2 LOTS AND AN ACCESS EASEMENT
UPON LAND AT
685 MUSGRAVE ROAD, ROBERTSON

ON BEHALF OF
MICHAEL FU

OUR REFERENCE: 260123



PROJECT DETAILS

Applicant: Michael Fu

Project Address: 685 Musgrave Road, Robertson QLD 4109

TPA Project Number: 260123

TPA Project Team: Vu Nguyen
Tara Nunn
Kimberley Truong

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1	2	Brisbane City Council
1	2	Michael Fu

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1 EXECUTIVE SUMMARY

This report has been prepared on behalf of the applicant, *Michael Fu* in support of the proposed development for Reconfiguring a Lot for Subdivision (1 into 2 Lots and access easement) upon land at 685 Musgrave Road, Robertson QLD 4109 formally described as Lot 2 on RP88067. The application addresses the merits of the proposal with respect to provisions of the *Brisbane City Plan 2014* and the relevant components of the *Planning Act 2016*.

Under the *Brisbane City Plan 2014*, the site is located in the Emerging Community Zone. The intent of this zone is to provide for the timely conversion of non-urban land to land for urban purposes, whereby:

“Development is carried out in an orderly sequence, within the context of the site and city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:

- i. Appropriate for the site’s location within the city and its local context;*
- ii. Accessible to necessary supporting infrastructure, services and facilities;*
- iii. Responsive to development constraints, character and environmental values and site characteristics “*

It is worth noting that the site forms an isolated area of Emerging Community Zoned land, with the adjoining EC zoned land already being subdivided. The balance of surrounding land is identified within the Low Density Residential Zone. As such, a subdivision to facilitate low density residential development is in keeping with community expectations for development of the area.

The proposed Reconfiguring a Lot is identified as being consistent with the intent and Overall outcomes of the Emerging Community Zone, as the proposal:

- Provides an orderly subdivision outcome consistent with Council's long-term planning intentions;
- Retains the existing dwelling house on Lot 8, with all structures on Lot 9 to be demolished to facilitate future development for low density residential purposes; and
- Is capable of being serviced by existing infrastructure without resulting in adverse impacts on the surrounding area.

Specifically, the proposed subdivision will result in the following lots and a 6m wide access easement in favour of Lot 9.

PROPOSED LOT #	LOT TYPE	LOT SIZE	WIDTH / FRONTAGE
Lot 8	Standard lot	8,082m ²	50.17m
Lot 9	Standard lot	2,000m ²	50.22m

Accordingly, the proposal complies with the outcomes of the Subdivision code, relevant overlays and reflects the intended form of development within the Emerging Community Zone. Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved by Council subject to reasonable and relevant conditions.

2 PROJECT OVERVIEW

Applicant Name	Michael Fu			
Site Address	685 Musgrave Road, Robertson QLD 4109			
Real Property Description	Lot 2 on RP88067			
Area of Site	10,079m²			
Development Scheme	Brisbane City Plan 2014 (v36)			
Zone	Emerging Community Zone			
Proposed Development	Reconfiguring a Lot for Subdivision – 1 into 2 Lots and access easement			
Details of Proposal	Reconfiguration of Lots			
	Existing Lots	1	New Lots	2
Application Type	Aspects of Development	Type of Approval Required		
		Preliminary Approval	Development Permit	
	Material Change of Use			
	Reconfiguration of a Lot		✓	
	Building Work			
	Operational Work			
Level of Assessment	Impact Assessable			
Pre-lodgement / Consultation History	N/A			
Public Notification	15 business days			
Referral Agencies	Referral Agency		Trigger	
	Energex Referral		Schedule 10, Part 9, Division 2, Table 1 – Reconfiguring a Lot subject to an easement or near a substation site	
Specialist Report	- Subdivision Proposal Plan by <i>Lawson Surveys</i>; - Civil Engineering Report by <i>MPN Consulting</i>; - Civil Plan by <i>MPN Consulting</i>.			
Applicant Contact	Tara Nunn / Kimberley Truong			
Applicant Email	eda@tpalliance.com.au			

3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	685 Musgrave Road, Robertson QLD 4109
Real property description	Lot 2 on RP88067
Area of site	10,079m ²
Zone	Emerging Community Zone

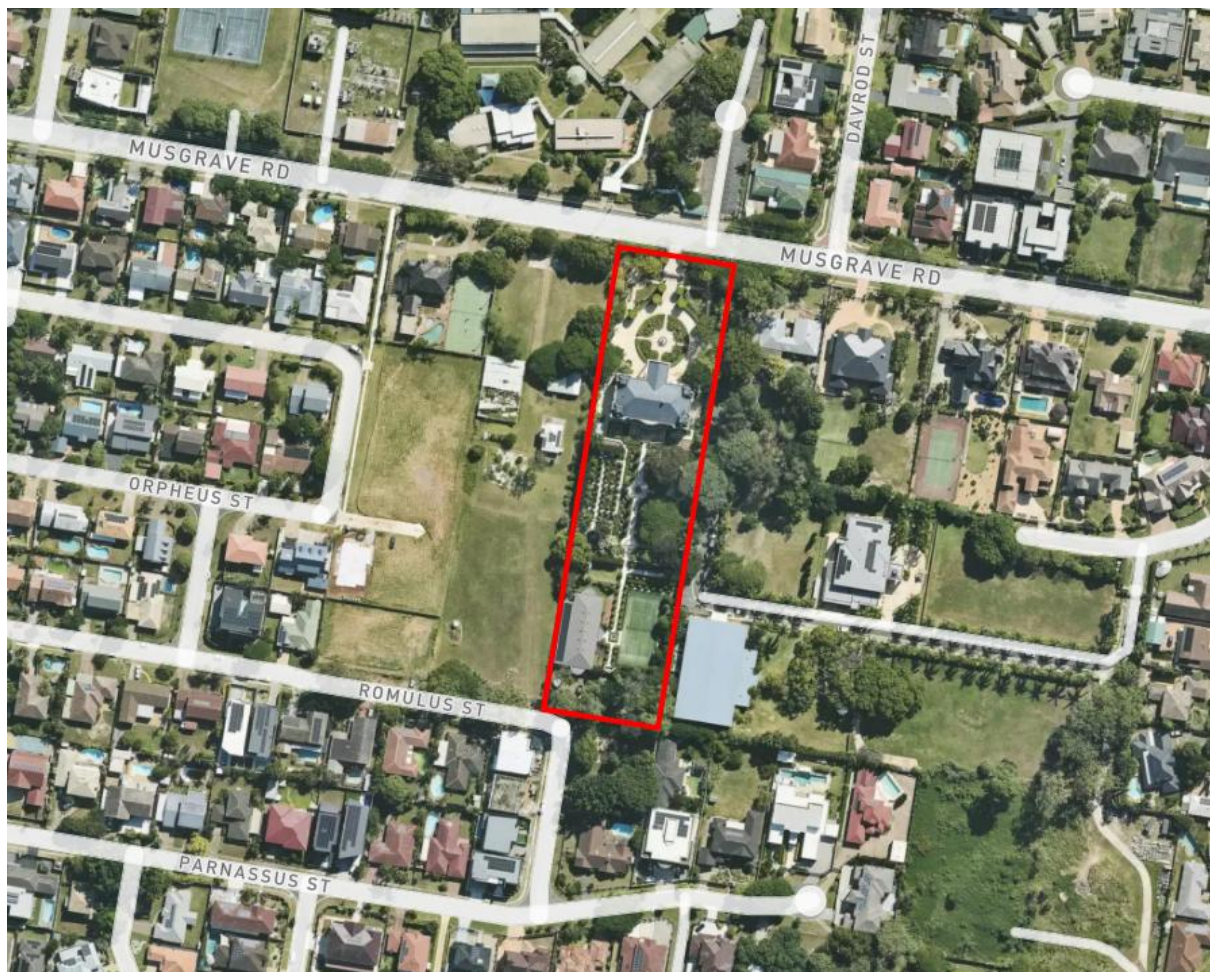


Figure 1: Aerial Image of Subject Site (Source: Landchecker)

3.2 Location

The subject site is located at 685 Musgrave Road, Robertson, formally described as Lot 2 on RP88067. The site has dual frontages to Musgrave Road to the north and Romulus Street to the south.

Under the *Brisbane City Plan 2014*, the subject site is identified as being contained within the Emerging Community Zone. As illustrated below in Figure 2, the surrounding locality is comprised of predominantly Low Density Residential Zone, while also in proximity to Community Facilities Zone, Special Purpose Zone and the Recreation and Open Space Zone.

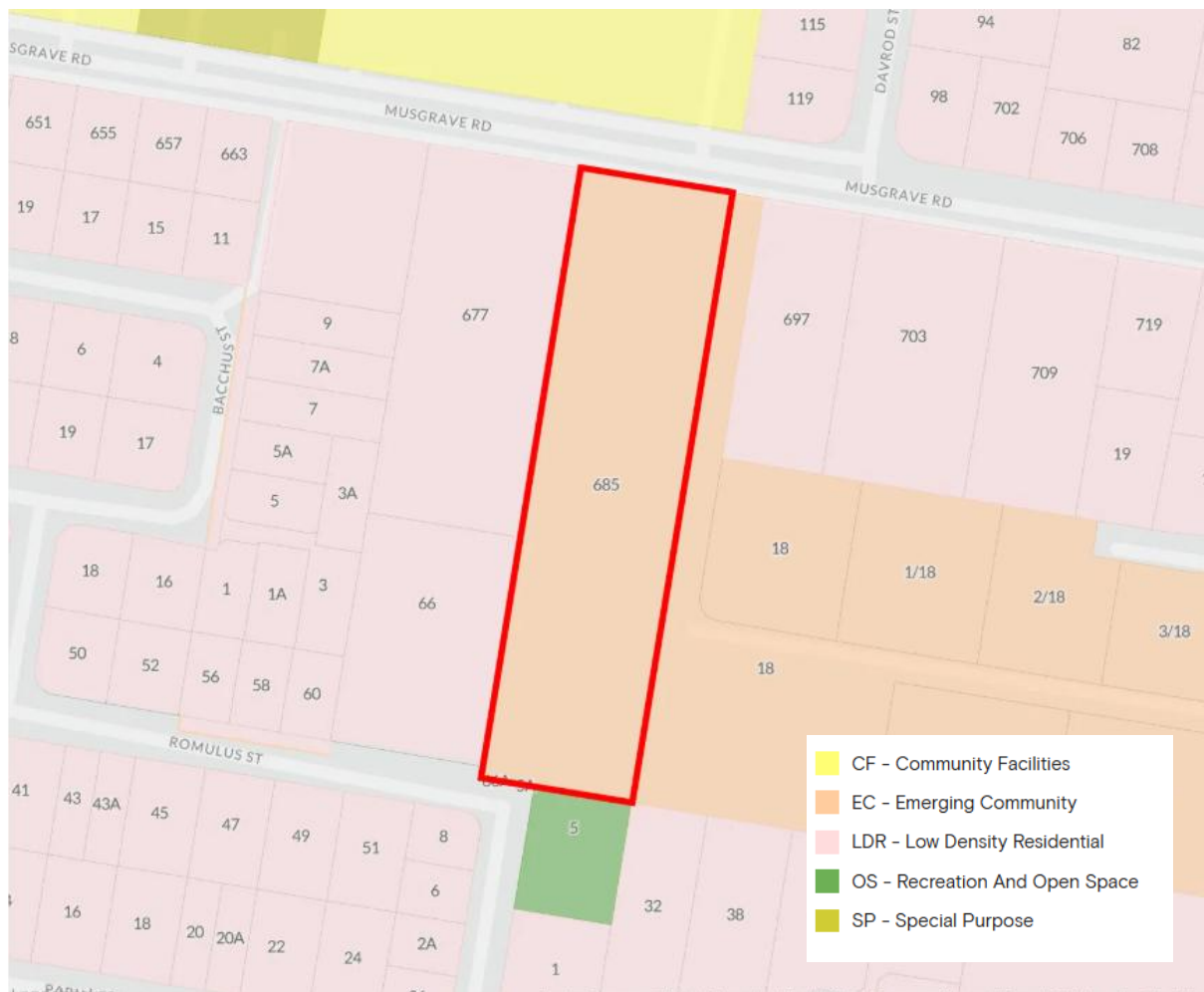


Figure 2: Zoning Map (Source: Landchecker)

3.3 Site Characteristics

The subject site comprises a rectangular configuration encompassing a total area of 10,079m². The site is currently accessed via a crossover from Musgrave Road, which is classified as a Neighbourhood Street (minor road) under the Road Hierarchy Overlay. The site offers a secondary frontage and access to Romulus Street which is classified as a Neighbourhood Street (minor road) under the Road Hierarchy Overlay. The site is currently occupied by a dwelling house with ancillary structures.

3.3.1 Vegetation

The subject site is identified as containing Significant Urban Vegetation under the *Natural Assets Local Law* 2003 (NALL). Thus, removal of any vegetation meeting the definition of 'significant vegetation' on the site will be subject to receiving a NALL permit.

3.3.2 Topography

The site has a slight gradient being 73.8m AHD in the northern aspect, sloping down to 68.9m AHD to the south, with an approximate slope of 2.4%.

3.3.3 Easements & Encumbrances

The site is encumbered by Easement B on SP206808 of approximately 9m² which is situated in the south-eastern corner of the site. Additionally, along the southern boundary fronting Romulus / Remus Street is an Access Restriction Strip (ARS) being Lot 3 on RP892433. It is noted that the site has existing access from Romulus Street to the south of the site.

3.3.4 Infrastructure & Servicing

The site is currently connected to reticulated water and sewer, stormwater and electricity infrastructure. Extensions of the infrastructure will be required to facilitate the proposed subdivision as is detailed in the enclosed Civil Engineering Report by *MPN Consulting*.

3.3.5 Local Government Infrastructure Plan (LGIP)

Brisbane City Council's Local Government Infrastructure Plan (LGIP) identifies a portion of the subject site for future Council-owned infrastructure, specifically for park acquisition and embellishment (Council reference: ROB-A1-001). Council's LGIP identifies the anticipated delivery timeframe for this infrastructure as being 2031–2036.

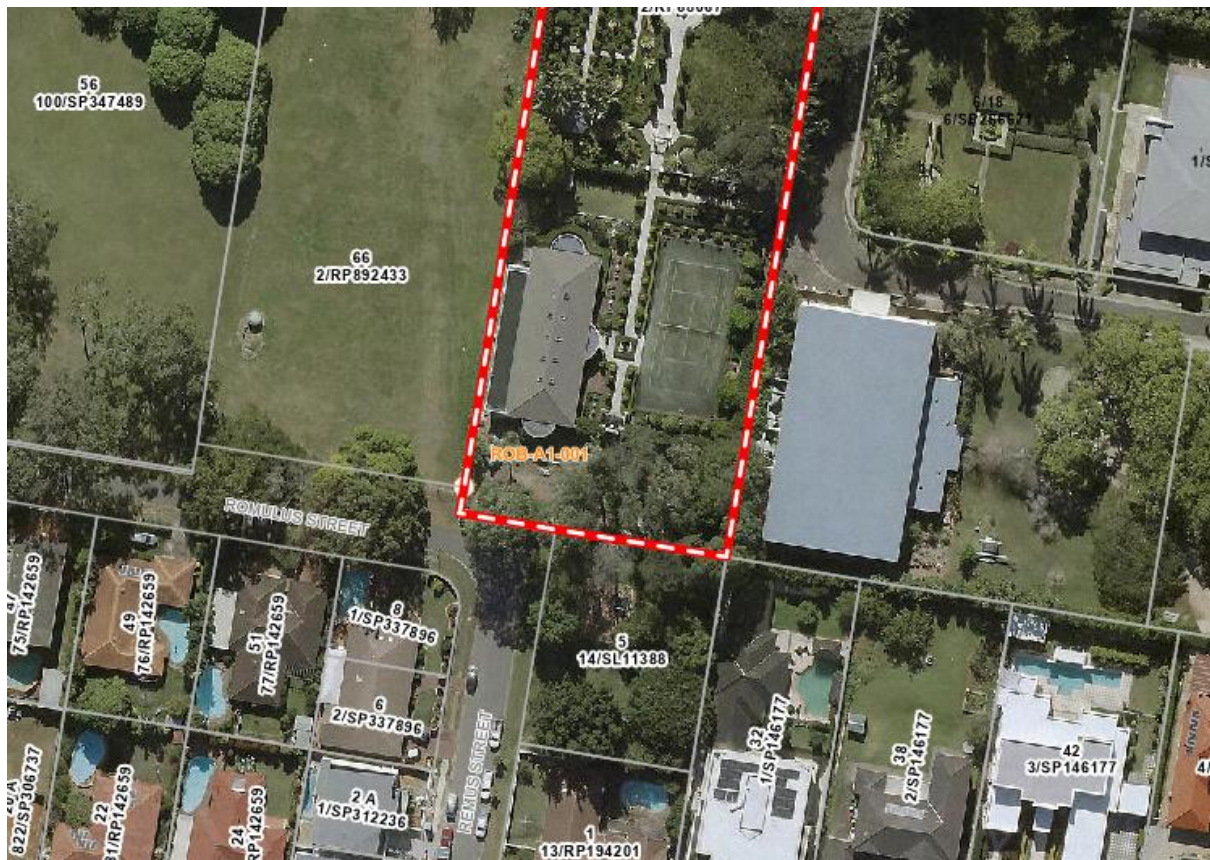


Figure 3: Indicative LGIP Park Location (Source: Brisbane City Plan 2014)

3.4 Approval History

There is no publicly available records of development approvals over the site.

3.5 Relevant Surrounding Development Approvals

There have been several approved land configuration approvals immediately surrounding the site. Some notable subdivisions include:

Table 1: Surrounding Reconfiguring a Lot Approvals

DATE	REFERENCE	ADDRESS	DESCRIPTION
In Progress	A007042218	677 Musgrave Road	The application is for Reconfiguring a Lot (1 into 10 Lots and Common property) for residential subdivision. It was lodged on 09

			June 2026 and is still in progress at the time of writing.
09 August 2024	A006031087	673 Musgrave Road	Stage 1: 1 into 2 Lots Stage 2: 1 into 12 Lots
08 March 2024	A006083428 / P&EA 3093-2023	66 Romulus Street	1 into 2 Lots
19 June 2020	A005461662	26 Parnussus Street	1 into 2 Lots
22 March 2018	A004872168	20 Parnussus Street	1 into 2 Lots
30 January 2013	A003528971	18 Peterleen Street	5 into 6 Lots
09 September 2016	A004446637	43 Romulus Street	1 into 2 Lots

4 PROPOSAL

This report has been prepared on behalf of the applicant, Michael Fu in support of the proposed development for Reconfiguring a Lot for subdivision (1 into 2 Lots and access easement) upon land at 685 Musgrave Road, Robertson QLD 4109 formally described as Lot 2 on RP88067. Under the *Brisbane City Plan 2014*, the site is located in the Emerging Community Zone. The intent of this zone is to provide for the timely conversion of non-urban land to land for urban purposes, whereby:

“Development is carried out in an orderly sequence, within the context of the site and city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:

- i. Appropriate for the site's location within the city and its local context;*
- ii. Accessible to necessary supporting infrastructure, services and facilities;*
- iii. Responsive to development constraints, character and environmental values and site characteristics. “*

It is worth noting that the site forms an isolated area of Emerging Community Zoned land, with the adjoining EC zoned land already being subdivided. The balance of surrounding land is identified within the Low Density Residential Zone. As such, a subdivision to facilitate low density residential development is in keeping with community expectations for development of the area.

The proposed Reconfiguring a Lot is identified as being consistent with the intent and Overall outcomes of the Emerging Community Zone as the proposal:

- Provides an orderly subdivision outcome consistent with Council's long-term planning intentions;
- Retains the existing dwelling on Lot 8, with all structures on Lot 9 to be demolished to facilitate future development for low density residential purposes; and
- Is capable of being serviced by existing infrastructure without resulting in adverse impacts on the surrounding area.

4.1 Development Overview

The proposal seeks development approval for a Reconfiguring a Lot for Subdivision (1 into 2 Lots and access easement). The subdivision will create:

- Lot 8 – 8,082m², containing the existing dwelling, with approximately 50.17m frontage to Musgrave Road and a depth of approximately 161.04m.
- Lot 9 – 2,000m², accessed via a 6m wide access easement extending to Musgrave Road along the western boundary of Lot 8 with a depth of 39.84m.

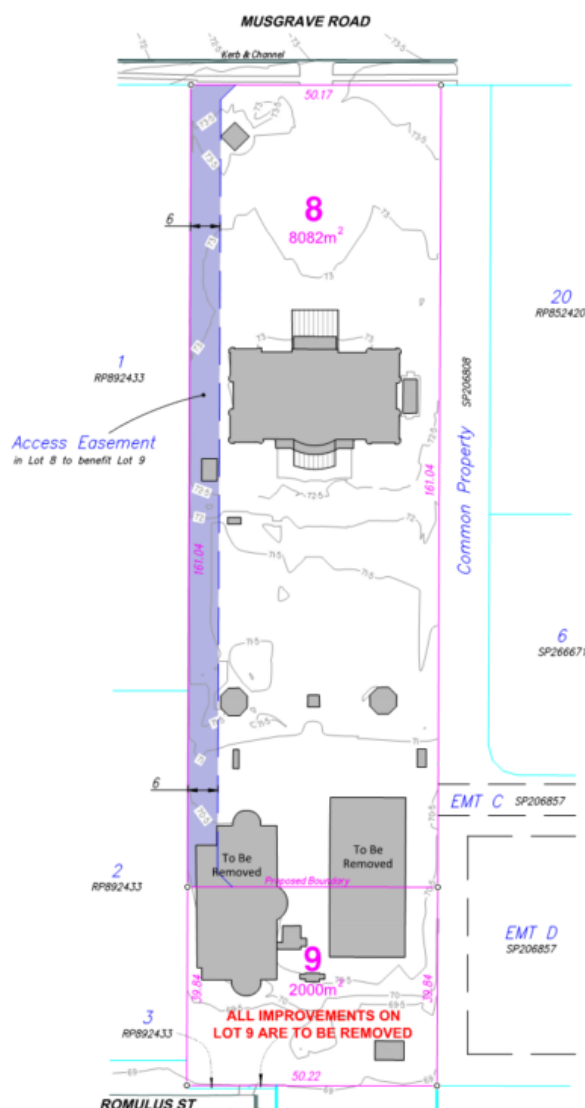


Figure 4: Proposed Subdivision Layout (Source: Lawson Surveys)

The proposed lot configuration is consistent with the surrounding subdivision pattern, providing an appropriately sized residential lot (Lot 8) while creating a separate lot (Lot 9) to be removed of all improvements. The removal of all existing structures and improvements on Lot 9 will enable future development for residential purposes, contributing to additional housing supply within Brisbane. The existing dwelling house and ancillary structures on proposed Lot 8 will be retained as part of this development, except for the structures that will be demolished to facilitate the proposed access easement along the western boundary.

The proposal retains the existing dwelling house wholly within Lot 8 and maintaining existing crossover access from Musgrave Road. The proposal provides a 6m wide access easement on Lot 8, providing access to Lot 9. The resulting configuration achieves an orderly subdivision outcome that responds to both the existing built form and Council's long-term infrastructure planning intentions.

4.1.1 Dwelling Density

The Emerging Community Zone anticipates residential development at an approximate density of 18 dwellings per hectare where an alternative density is not identified by a neighbourhood plan. The proposal results in two residential lots across the hectare site, however does not prohibit further development of the

proposed lots noting the remaining site areas of both lots, being 2,000m² (Lot 9) and approximately 8,000m² (Lot 8) are sufficient to facilitate further subdivision or higher density residential, such as dual occupancies or small-scale multiple dwellings. As such, while the desired dwelling density is not strictly achieved as a result of the proposed 1 into 2 lot subdivision, it increases the existing density of the site and, importantly, does not restrict the ability for the new lots to achieve higher densities in line with the Emerging Community Zone in the future.

4.1.2 Local Government Infrastructure Plan

As referenced in Section 3.3.5 of this report, the site is identified as containing future Trunk infrastructure for the purposes of park acquisition and embellishment (Council reference ROB-A1-001). The anticipated delivery timeframe for this infrastructure is 2031-2036. Given the scale and minor nature of the proposed development as a 1 into 2 lot subdivision, the provision for a park is deemed unnecessary for the scale of development noting that there is an existing Council park adjoining the south of the site (John Henley Park).

4.2 Subdivision Code

The subject site exceeds one hectare and is located within the Emerging Community Zone. While AO18.1 anticipates development to be consistent with an adopted neighbourhood plan, development approval, preliminary approval or structure plan, none of these circumstances currently apply to the subject site. The site is not affected by a neighbourhood plan, is not subject to an existing development approval or preliminary approval and, given the scale and nature of the proposal, the preparation of a structure plan is not warranted. Accordingly, the proposal is assessed against PO18 as outlined below:

“Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:

- (a) *the lot frontage of all residential lots is within:*
 - i. *400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;*
 - ii. *800m walking distance of a local shop and services;*

Both proposed lots are located within 400m walking distance of a local park. Specifically, Lot 9 adjoins John Henley Park to the south while Lot 8 is within 400m walking distance of both Western Outlook Park and Didbrook Street Park.

The site is not strictly located within 800m walking distance of a local shop, however Robertson State School and associated recreational facilities are located directly opposite the site north of Musgrave Road. The lots are also located within 1km walking distance (or 500m radius) of Sunnybank Plaza Shopping Centre, Sunny Park Shopping Centre and Sunnybank Private Hospital. The site is generally well located with convenient access to a range of facilities including primary, secondary and tertiary education facilities, shopping centres anchored by full-line supermarkets and mini major tenancies, Queensland Sport and Athletics Centre (QSAC), QEII and Nissan Arena, and ample open space and recreation zoned land.

- (b) *the greatest intensity of development is within 400m walking distance from:*
 - i. *a centre other than a Neighbourhood centre;*
 - ii. *high frequency public transport;*

The development is not for a major or intense development given the proposal is for a 1 into 2 lot subdivision. Notwithstanding, the site is very well located to accommodate an additional residential lot as described above.

- (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;*

The proposed new lots achieve two different lot sizes and dimensions to retain the existing dwelling on Lot

8 and provide opportunity for new residential development on Lot 9. Given the size of the proposed new lots, the proposed subdivision does not prohibit the ability for future subdivision or development for a higher density residential use.

- (d) connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;*

While the site is identified as containing a Trunk park under the LGIP, to be delivered in 2031-2036, the development is of a minor scale and directly adjoins an existing park. As such, no new park is deemed to be necessary given the existing suitable public infrastructure within the locality.

The development does not otherwise interrupt or interfere with the existing public and active transport network.

- (e) an interconnected street pattern that results in safe, connected and permeable neighbourhoods;*

No new streets are proposed as part of this 1 into 2 lot subdivision. It is noted there is an existing Access Restriction Strip along the southern boundary to Romulus Street. While secondary access already exists to the site from Romulus Street, an access easement over Lot 8 to the benefit of Lot 9 is proposed to Musgrave Road to preserve the intent of the ARS.

- (f) centrally located parks;*

As abovementioned, the site is conveniently located adjoining the existing John Henley Park and has access to two additional parks to the north of the site within 400m walking distance. Although the site is identified within the LGIP to provide an additional park, it is deemed unnecessary to deliver a new park as part of this low-scale development considering the location adjoining an existing park.

- (g) sites are provided for community activities, services and facilities and utilities;*

The subject site is located within the Emerging Community Zone with an existing low-rise, low-density residential use, surrounded by Low Density Residential Zones. As such, no new community activities, services, facilities or utilities are proposed as part of the application. It is noted that the site is well-located and serviced with existing facilities thus no additional community activities are necessary to service the existing established neighbourhood.

- (h) integrated development with compatible surrounding development approvals and established residential areas;*

The proposal represents infill development within an established and emerging residential locality. Land immediately east of the site is located within the Emerging Community Zone and has been developed as a community title subdivision comprising six (6) residential lots ranging in size from approximately 2,000m² to 3,050m², together with a common property lot of approximately 8,296m² accessed from Peterleen Street and Musgrave Road (via an easement). Land to the west is developed for detached dwelling houses within the Low density residential zone, while land to the south comprises existing public parkland.

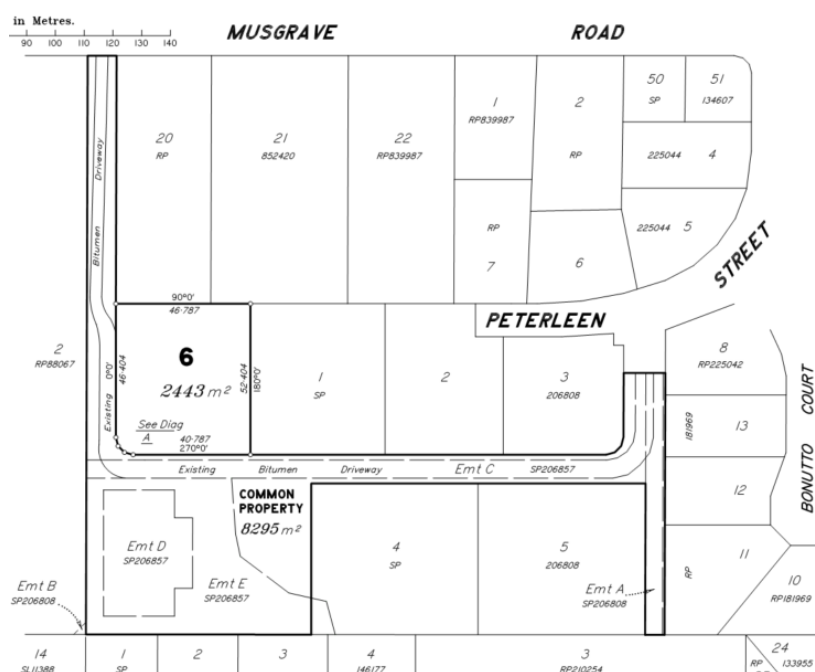


Figure 5: Existing Peterleen Street Subdivision

The proposed subdivision is compatible with the surrounding development pattern. No new roads, community facilities or utility infrastructure are required, and the proposal maintains an orderly transition between the established residential development to the west, the emerging residential community to the east and the adjoining parkland to the south.

- (i) *the outcomes of neighbourhood plans are delivered;*

The site is not located within a neighbourhood plan, however achieves the intent of the Emerging Community Zone.

- (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.*

Given the proposal is limited to a two-lot subdivision, the preparation of a structure plan would not provide any additional planning benefit. The additional lot achieves an overall increase in residential density and does not prohibit the ability for future redevelopment of the sites. However, the proposed new lots are consistent with the existing lot characteristics in the immediate context of the site.

The proposal therefore satisfies the intent of PO18 by delivering an orderly, functional and integrated development outcome that is consistent with the surrounding locality and the strategic planning intent for the area.

4.3 Streetscape Hierarchy Overlay Code

Under the Streetscape hierarchy overlay, both Musgrave Road and Romulus Street are identified as *Neighbourhood street – minor*. Table 8.2.20.4.B identifies a desired verge width of 3.75m to 4.25m for new roads within this streetscape hierarchy. The proposal does not involve the creation of a new road, nor does it intensify development in a manner that would generate a need for road widening or substantial streetscape upgrades. The existing Musgrave Road frontage contains an approximate 6.0m verge, which exceeds the nominated verge width and provides sufficient space to accommodate existing street functions, pedestrian movement and landscaping opportunities.

The Romulus Street frontage contains an existing verge width of approximately 2.78m, which is less than the indicative width identified in Table 8.2.20.4.B. Notwithstanding this, the existing verge is considered acceptable in the circumstances of the proposal. The development is limited to a two-lot subdivision, retains the existing access arrangement to Musgrave Road for proposed Lot 8, and provides an access easement over Lot 8 in favour of Lot 9. As such, no changes to the Romulus Street frontage are required to safely or efficiently service the proposed lots. The redundant crossover on the corner of Romulus Street and Remus Street will be removed with the kerb and channel reinstated.

Further, pedestrian movement within the immediate streetscape is maintained, with an existing footpath available on the southern side of Romulus Street. Recent development approvals along the north side of Romulus Street (namely A006031087 at 673 Musgrave Road and A006083428 at 66 Romulus Street) has not required the provision of a pedestrian footpath. Thus, given there is an existing footpath along the south of Romulus Street, a footpath along the site frontage is not required.

The proposal therefore does not compromise pedestrian safety, streetscape function or the intended neighbourhood street character.

4.4 Access

The proposed subdivision will retain the existing access arrangements to proposed Lot 8 with the existing crossover along Musgrave Road. Access to proposed Lot 9 is provided via a 6m wide access easement located along the western boundary of the site, which is in compliance with Council's Transport, access, parking planning scheme policy. It is noted there is an existing Access Restriction Strip along the southern boundary to Romulus Street. While secondary access already exists to the site from Romulus Street, the proposed access easement over Lot 8 to the benefit of Lot 9 is proposed to Musgrave Road to preserve the intent of the ARS. As such, the existing redundant crossover to Romulus Street will be removed.

4.5 Civil Engineering

Please refer to the Civil Engineering Report and Civil Plan by *MPN Consulting* for more details. A summary of Civil Engineering matters is provided below.

4.5.1 Infrastructure

The proposed development can be adequately serviced by existing and upgraded infrastructure networks. Essential connections can be made to existing water, sewer, stormwater, electrical and telecommunications infrastructure within the surrounding road network.

4.5.2 Stormwater Management

Stormwater from the reconfigured lots will be conveyed to a lawful point of discharge via a proposed stormwater manhole constructed over the existing Council stormwater network near the south-eastern corner of the site, with a new stormwater pipeline along the eastern boundary servicing proposed Lot 8. The lawful point of discharge for the site is proposed over the existing manhole over the existing Council stormwater network to the south-eastern corner of the site, with new stormwater mains to provide a connection for proposed Lot 8. The proposed subdivision can be appropriately serviced without resulting in adverse stormwater impacts.

Furthermore, the subject site is not identified as being affected by flooding from any source.

4.5.3 Earthworks

The proposed development does not require any earthworks as part of the Reconfiguring a Lot. Any future earthworks associated with the development of the proposed lots will be undertaken as part of subsequent building works.

5 TOWN PLANNING FRAMEWORK

5.1 State Government

5.1.1 Planning Act 2016 - Framework

The *Planning Act 2016* provides the statutory planning framework for the State of Queensland and outlines the statutory process for preparing, assessing and deciding development applications. This proposal will be assessed in accordance with the relevant components of the *Planning Act 2016*.

The proposal will be assessed in accordance with the Development Assessment Rules under section 68(1) of the *Planning Act 2016*.

5.1.2 State Planning Policy

The proposal complies with the applicable assessment benchmarks in Part E of the State Planning Policy are applicable to the extent that Part E is not identified in the planning scheme as being appropriately integrated in the planning scheme. An assessment is provided below of the assessment benchmarks under the State Planning Policy that are not identified as being appropriately integrated in the *Brisbane City Plan 2014*:

- Natural hazards, risk and resilience – The bushfire prone area in the planning scheme does not reflect the State mapping layer; and
- Strategic airports and aviation facilities – The building restricted area is not identified in the planning scheme.

STATE INTEREST	RESPONSE	COMPLIANCE
SAFETY AND RESILIENCE TO HAZARDS		
Natural hazards, risk and resilience	The proposal is not mapped under SPP's Bushfire prone area mapping overlay.	N/A
INFRASTRUCTURE		
Strategic airports and aviation facilities	The proposal will maintain the safety, efficiency and operational integrity of strategic airports.	✓

5.1.3 Referral Agency

In accordance with the *Planning Regulation 2017*, the application does require referral to Energex.

- Schedule 10, Part 9, Division 2, Table 1 – Reconfiguring a Lot subject to an easement or near a substation site.

5.1.4 State Development Assessment Provisions (SDAP)

The abovementioned referral trigger is to Energex and does not require response to State Development Assessment Provisions.

5.1.5 ShapingSEQ – South East Regional Plan 2023

The subject site is identified within the Urban Footprint designation of the South East Queensland Regional Plan 2023. Land within the Urban Footprint is intended to accommodate urban purposes such as housing, industry, business, infrastructure, community facilities and urban open spaces.

5.2 Local Government

5.2.1 Definition

In accordance the *Planning Act 2016*, Reconfiguring a Lot is defined as:

“Reconfiguring a lot means—

- (a) Creating lots by subdividing another lot; or*
- (b) Amalgamating 2 or more lots; or*
- (c) Rearranging the boundaries of a lot by registering a plan of subdivision under the land act or land title act; or*
- (d) Dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—*
 - (i) A lease for a term, including renewal options, not exceeding 10 years; or*
 - (ii) An agreement for the exclusive use of part of the common property for a community titles scheme under the body corporate and community management act 1997; or*
- (e) creating an easement giving access to a lot from a constructed road.”*

In view of the above definition, the proposed development is for Reconfiguring a Lot.

5.2.2 Level of Assessment

Under the *Brisbane City Plan 2014*, the site is located within the Emerging Community Zone and subject to the following overlays.

- Airport environs overlay;
- Bicycle network overlay;
- Community purposes network overlay;
- Critical infrastructure and movement network overlay;
- Road hierarchy overlay; and
- Streetscape hierarchy overlay.

In accordance with Part 5 of the *Brisbane City Plan 2014*, the application is subject to Impact Assessment, on the following basis.

LEVEL OF ASSESSMENT	
EMERGING COMMUNITY ZONE	
Impact Assessable	In accordance with Table 5.6.1 – Reconfiguring a lot, “If a ROL is less than 10ha with no associated MCU” the application is subject to Impact Assessment. As such, as the existing lot size is less than 10ha, the proposal is subject to Impact Assessment and is assessed against the Planning Scheme. Assessment against the Emerging Community Zone Code is provided as part of this application.
OVERLAYS	
Airport Environs Overlay	
Not applicable	In accordance with Table 5.10.2 – Airport environs overlay, a Reconfiguring a lot is not mentioned in this table. Therefore, there is no change to the level of assessment, and the application remains Impact Assessable. However, as there is no built form proposed that may impact on the safe and efficient operation of an airport, no assessment against the Airport Environs Overlay Code is provided as part of this application.
Bicycle Network Overlay	
Code Assessable	In accordance with Table 5.10.3 – Bicycle network overlay, an “ROL, if assessable development in the zone or neighbourhood plan” is subject to Code Assessment.

LEVEL OF ASSESSMENT	
	Notwithstanding, the application remains Impact Assessable and assessment against the Bicycle Network Overlay Code is included with this application
Community Purposes Network Overlay	
Code Assessable	In accordance with Table 5.10.7A – Community purposes network overlay, an “ROL, if assessable development in the zone or neighbourhood plan” is subject to Code Assessment. Notwithstanding, the application remains Impact Assessable and assessment against the Community Purposes Network Overlay Code is included with this application.
Critical Infrastructure and Movement Network Overlay	
Not applicable	In accordance with Table 5.10.8 – Critical infrastructure and movement network overlay, a Reconfiguring a lot is mentioned in this table. Therefore, there is no change to the level of assessment, and the application remains Impact Assessable. However, as there is no Material Change of Use component to the proposed development, no assessment against the Critical Infrastructure and Movement Network Overlay Code is provided as part of this application,
Road Hierarchy Overlay	
Code Assessable	In accordance with Table 5.10.18 – Road hierarchy overlay, an “ROL, if assessable development in the zone or neighbourhood plan” is subject to Code Assessment. Notwithstanding, the application remains Impact Assessable and assessment against the Road Hierarchy Overlay Code is included with this application.
Streetscape Hierarchy Overlay	
Code Assessable	In accordance with Table 5.10.20 – Streetscape hierarchy overlay, an “ROL, if assessable development in the zone or neighbourhood plan” is subject to Code Assessment. Notwithstanding, the application remains Impact Assessable and assessment against the Streetscape Hierarchy Overlay Code is included with this application.

In view of the above, the proposed development is subject to Impact Assessment and public notification is required for 15 business days.

5.2.3 Applicable Assessment Benchmarks

The following codes from the *Brisbane City Plan 2014* are identified as assessment benchmarks for the application. Code responses are enclosed in Appendix 1 of this report and the Engineering Report by MPN Consulting.

APPLICABLE CODES	
ZONE CODES	Emerging Community Zone Code
DEVELOPMENT CODES	Subdivision Code
OVERLAY CODES	- Bicycle network overlay - Community purposes network overlay - Road hierarchy overlay - Streetscape hierarchy overlay

APPLICABLE CODES	
SECONDARY CODES	▪ Filling and excavation code ▪ Infrastructure design code ▪ Landscape work code ▪ Outdoor lighting code ▪ Stormwater code ▪ Transport, access, parking and servicing code

6 STRATEGIC FRAMEWORK

The subject site is identified within the Emerging Community Zone. In accordance with the Emerging Community Zone Code, the proposal supports the key policy direction set in the Strategic Framework of the *Brisbane City Plan 2014*, in particular:

- **Theme 2:** Brisbane's outstanding lifestyle, Element 2.2 – Brisbane's housing and accommodation choices;
- **Theme 3:** Brisbane's clean and green leading environmental performance, Element 3.1 – Brisbane's environmental values; and
- **Theme 5:** Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.

SPECIFIC OUTCOMES	PROPOSAL
THEME 2: BRISBANE'S OUTSTANDING LIFESTYLE	
Element 2.2 – Brisbane's housing and accommodation choices	
SO1 Brisbane's dwelling needs for future populations are met by matching growth to the existing and planned infrastructure in the city.	L1 The subject site is not located on a Growth Node on Selected Transport Corridors. Therefore, this criterion is not applicable.
SO2 Brisbane's housing is diverse in type and form, offering choice to different household types and income levels and individuals with specific housing needs.	L2 The proposal provides for a subdivision only, however, is appropriately configured to allow for different dwelling types – offering opportunity for different housing choices.
SO3 Brisbane provides its temporary population ready access to suitable accommodation for business visitors, tourists and students.	L3.1-L3.3 The proposal is for subdivision for residential purposes and does not provide for short-term accommodation, tourist accommodation as it is not located in the City Centre or in close proximity to the City Centre.
SO4 Brisbane's existing Rural Neighbourhoods are maintained without expansion	L4 The subject site is not identified within the Rural Neighbourhoods. The site can be adequately serviced by existing surrounding infrastructure.
SO5 Brisbane's last remaining greenfield development areas are well planned and well delivered.	L5 The subject site is identified as being in a Suburban Living Area. The development is considered an infill development. Therefore, this criterion is not applicable.
SO6 Brisbane provides a variety of accommodation and housing near the city's major institutions and other Special Centres.	L6 The subject site is identified as being in a Suburban Living Area. Therefore, this criterion is not applicable.
THEME 3: BRISBANE'S CLEAN AND GREEN LEADING ENVIRONMENTAL PERFORMANCE	
Element 3.1 - Brisbane's Environmental Values	
SO1 Brisbane's Greenspace System's biodiversity, recreational and cultural values and functions are protected, restored and enhanced.	L1 The subject site is not in the Conservation Zone, Environmental Management Zone, Rural Zone, Rural Residential Zone, Open Space Zone or Sport and Recreation Zone. Therefore, this criterion is not applicable.
SO2 Brisbane's Greenspace System provides an effective network of greenspace links and contributes to a regional network.	L2.1 – 2.3 The subject site being in the Emerging Community Zone protects the Greenspace System's values of the surrounding area by providing a subdivision which facilitates future expansion of the

SPECIFIC OUTCOMES	PROPOSAL
	adjoining park as identified in Councils Local Government Infrastructure Plan.
SO3 Brisbane's ecosystems provide ecosystem services which are maintained and enhanced.	L3.1 The proposal is not adjacent to areas identified with high levels of ecosystems services. Therefore, this criterion is not applicable,
SO4 Brisbane has an ecologically resilient and robust network of well-connected habitats containing a comprehensive, adequate and representative sample of ecosystems and species.	L4.1 – L4.3 The proposal is not mapped in the biodiversity overlay. Therefore, this criterion is not applicable,
SO5 Brisbane achieves positive biodiversity development outcomes, where interface areas are provided by the development and offsets enable restoration of areas that form part of the Greenspace System and the city's biodiversity values.	L5.1 – L5.3 The proposal is not mapped in the biodiversity overlay. Therefore, this criterion is not applicable. The surrounding area is already developed.
SO6 Brisbane has safe movement routes and corridors for wildlife that are suited to species and benefit multiple species.	L6 The subject site is not identified in the Streetscape hierarchy overlay as requiring wildlife movement solutions.
SO7 Brisbane's waterways, wetlands and foreshores are protected, in particular their natural drainage, stormwater conveyance, visual amenity, landscape character, recreational, cultural and biodiversity values.	L7.1 – 7.3 The subject site is not located along the Brisbane River corridor or any existing waterway corridors. Therefore, this criterion is not applicable.
SO8 Brisbane's natural resource assets, including extractive resources such as quarries, are identified and protected from encroachment by incompatible development, including sensitive uses.	L8 The subject site does not contain any know natural resource assets. Therefore, this criterion is not applicable.
SO9 Brisbane's agricultural production, scenic amenity and environmental values of rural lands are protected.	L9 The subject site is infill development and does not impact agricultural and rural land.
SO10 Brisbane's aquatic habitats and fisheries are protected.	L10 The subject site does not impact on aquatic habitats and fisheries.
SO11 Water quality is protected from adverse impacts of development.	L11 The proposal will not impact on surrounding waterways.
THEME 5: BRISBANE'S CITYSHAPE	
Element 5.5 – Brisbane's Suburban Living Areas	
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	L1 The development is located in the Emerging Community Zone which seeks to develop land to urban uses. The proposal provides for residential lots which is envisaged in the zone and local context.
SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	L2.1 – L2.2 The proposal is for subdivision only, however the residential lots are configured to enable small-scale residential development such as dwelling houses.
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational	L3.1 – 3.2 The proposal is not for a multiple dwelling. Therefore, this criterion is not applicable.

SPECIFIC OUTCOMES	PROPOSAL
housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	L4.1 – 4.3 The proposal provides for adequate lot sizes that allows for well-spaced housing and landscaped yards that is seen in the locality.
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	L5.1 – 5.2 The subject site is not identified on the Strategic Framework map as being a District centre. Therefore, this criterion is not applicable.
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	L6.1 – 6.3 The subject site is not identified in the Strategic Framework map as being in a Neighbourhood centre. Therefore, this criterion is not applicable.
SO7 Non-residential uses support local character and amenity.	L7 The proposal is for a residential use. Therefore, this criterion is not applicable.
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	L8 The proposal responds to the site constraints and preserves the character of the site. The site is well supported by existing infrastructure and complies with the lot dimension and sizes of the Subdivision Code.
Element 5.6 – Brisbane's Greenspace System	
SO1 The Greenspace System's values and functions are identified, retained and enhanced.	L1.1 – L1.3 The subject site is not identified within the Greenspace Strategic Framework Map as containing any major parks, rural neighbourhoods, conservation or environmental management biodiversity, or planned district or metropolitan parks, or any other greenspaces. Notwithstanding, the development does not impede on existing greenspace systems.
SO2 The Greenspace System is expanded to protect areas with green space values.	L2 The subject site is not in the or adjoining the Greenspace System. Therefore, this criterion is not applicable.
SO3 The Greenspace System provides an effective network of green space links and contributes to a regional network.	L3.1 – L3.5 The subject site is not in the or adjoining the Greenspace System. Therefore, this criterion is not applicable.
SO4 The Greenspace System protects koala habitats.	L4 The proposal is not mapped in the Biodiversity Overlay or in known areas of koala habitat. Therefore, this criterion is not applicable.
SO5 The Greenspace System maintains and enhances the capacity of ecosystems to provide ecosystem services.	L5 The subject site is not within an area with high levels of ecosystem value. Therefore, this criterion is not applicable.
SO6 Brisbane's existing extractive industry operations are managed to protect the Greenspace System.	L6 The proposal does not involve extractive industry. Therefore, this criterion is not applicable.
SO7 Rural Neighbourhoods are a very low-density setting of houses in a rural-like or natural landscape.	L7 The proposal is not identified as being in a Rural Neighbourhood. Therefore, this criterion is not applicable.

SPECIFIC OUTCOMES	PROPOSAL
SO8 Rural Neighbourhoods allow viable rural industries to operate within the context of rural activities, the Greenspace System rural living areas.	L8.1 – L8.2 The proposal is not identified as being in a Rural Neighbourhood. Therefore, this criterion is not applicable.
SO9 Rural Neighbourhoods protect biodiversity and landscape values and water quality.	L9 The proposal is not identified as being in a Rural Neighbourhood. Therefore, this criterion is not applicable.
Element 5.7 – Brisbane’s Future Suburban Living Areas	
SO1 Future Suburban Living Areas are well planned accounting for land use, environment and infrastructure; and the social and economic characteristics, issues and interrelationships of each Future Suburban Living Area.	L1.1 – L1.3 The subject site is not in the Future Suburban Living Area. Therefore, this criterion is not applicable.

7 CONCLUSIONS

This report has been prepared on behalf of the applicant, *Michael Fu* in support of the proposed development for Reconfiguring a Lot for Subdivision (1 into 2 Lots and access easement) upon land at 685 Musgrave Road, Robertson QLD 4109 formally described as Lot 2 on RP88067. The application addresses the merits of the proposal with respect to provisions of the *Brisbane City Plan 2014* and the relevant components of the *Planning Act 2016*.

Under the *Brisbane City Plan 2014*, the site is located in the Emerging Community Zone. The intent of this zone is to provide for the timely conversion of non-urban land to land for urban purposes, whereby:

“Development is carried out in an orderly sequence, within the context of the site and city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is:

- iv. Appropriate for the site’s location within the city and its local context;*
- v. Accessible to necessary supporting infrastructure, services and facilities;*
- vi. Responsive to development constraints, character and environmental values and site characteristics “*

It is worth noting that the site forms an isolated area of Emerging Community Zoned land, with the adjoining EC zoned land already being subdivided. The balance of surrounding land is identified within the Low Density Residential Zone. As such, a subdivision to facilitate low density residential development is in keeping with community expectations for development of the area.

The proposed Reconfiguring a Lot is identified as being consistent with the intent and Overall outcomes of the Emerging Community Zone, as the proposal:

- Provides an orderly subdivision outcome consistent with Council's long-term planning intentions;
- Retains the existing dwelling house on Lot 8, with all structures on Lot 9 to be demolished to facilitate future development for low density residential purposes; and
- Is capable of being serviced by existing infrastructure without resulting in adverse impacts on the surrounding area.

Specifically, the proposed subdivision will result in the following lots and a 6m wide access easement in favour of Lot 9.

PROPOSED LOT #	LOT TYPE	LOT SIZE	WIDTH / FRONTAGE
Lot 8	Standard lot	8,082m ²	50.17m
Lot 9	Standard lot	2,000m ²	50.22m

Accordingly, the proposal complies with the outcomes of the Subdivision code, relevant overlays and reflects the intended form of development within the Emerging Community Zone. Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved by Council subject to reasonable and relevant conditions.

8 APPENDIX 1 – CODE ASSESSMENT

APPENDIX 1 – CODE ASSESSMENT
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1. ZONE CODE

1.1 Emerging Community Zone Code

1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the emerging community zone is to: (a) identify land that is intended for an urban purpose in the future; and (b) protect land that is identified for an urban purpose in the future from incompatible uses; and (c) provide for the timely conversion of non-urban land to land for urban purposes. (2) The purpose of the zone will be achieved through the following overall outcomes: (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices; (ii) Theme 3: Brisbane's clean and green leading environmental performance and Element 3.1 – Brisbane's environmental values; (iii) Theme 5: Brisbane's CityShape, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane's Greenspace System and Element 5.7 – Brisbane's Future Suburban Living Areas.		
(b) Development is carried out in an orderly sequence, within the context of the site and the city and is informed by a coordinated and integrated structure planning process that demonstrates the development is: (i) appropriate for the site's location within the city and its local context; (ii) accessible to necessary supporting infrastructure, services and facilities; (iii) responsive to development constraints, character and environmental values and site characteristics.	The proposal represents an orderly subdivision outcome that is appropriate to the site's location within the Emerging Community Zone and its surrounding context. The subdivision retains the existing dwelling on a suitably sized residential lot while create an additional lot for residential use. The site has frontages to Musgrave Road and Romulus Street and is serviced by existing transport, utility and community infrastructure. The proposed lots are capable of being appropriately serviced, with detailed servicing and infrastructure requirements addressed in the accompanying Engineering Report. The proposal also responds to the site's physical characteristics and existing constraints by retaining the existing dwelling on Lot 8, removing all structures from proposed Lot 9, and providing a practical subdivision layout that integrates with the surrounding development pattern and future public open space network.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(c) Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing: (i) for suburban living generally as anticipated in the Low density residential zone; or (ii) at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or (iii) at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.	This overall outcome relates to development involving residential uses. As the application seeks approval for a Reconfiguring a Lot only, with no associated Material Change of Use or residential development proposed, this outcome is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
(d) Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area: (i) at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or (ii) at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and: A. the edge of a centre zone other than the Neighbourhood centre zone; or B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework. (iii) if identified in a neighbourhood plan, at proximately;	The Emerging Community Zone anticipates residential development at an approximate density of 18 dwellings per hectare where an alternative density is not identified by a neighbourhood plan. The proposal results in two residential lots across the hectare site, however does not prohibit further development of the proposed lots noting the remaining site areas of both lots, being 2,000m² (Lot 9) and approximately 8,000m² (Lot 8) are sufficient to facilitate further subdivision or higher density residential, such as dual occupancies or small-scale multiple dwellings. As such, while the desired dwelling density is not strictly achieved as a result of the proposed 1 into 2 lot subdivision, it increases the existing density of the site and, importantly, does not restrict the ability for the new lots to achieve higher densities in line with the Emerging Community Zone in the future.	☐ Compliant ☐ N/A ☒ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area; B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area; C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area; D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.		
(e) Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.	The proposal is not for a relocatable home park or tourist park. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
(f) Development for a non-residential use contributes to contained and vital communities and: (i) is of a bulk and scale compatible with the built form of future development intended in the immediate locality; (ii) mitigates interface impacts on existing development; (iii) where not indicated in a neighbourhood plan,	The proposal is for Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
accommodates only those uses that address local need where within an existing or future residential area, including: A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation); B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m² gross floor area, service station and veterinary service); C. small-scale non-residential uses.		
(g) Development: (i) does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or (ii) if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	The proposal does not adversely affect the character or environmental values of the site or surrounding locality. The existing dwelling is retained on Lot 8, while Lot 9 is specifically configured to facilitate its future dedication as public parkland in accordance with Council's Local Government Infrastructure Plan (LGIP). The proposal therefore responds to the site's strategic planning context.	☒ Compliant ☐ N/A ☐ Performance Solution
(h) Development is well planned and integrated with surrounding land uses and infrastructure.	The proposal is well planned and integrated with the surrounding land uses and infrastructure. The subdivision retains an appropriately sized residential lot while creating a separate lot to facilitate its future dedication as public parkland in accordance with Council's LGIP. The site has access to existing transport and utility infrastructure and is capable of being appropriately serviced, resulting in an orderly and integrated development outcome.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(i) Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.	The proposal maintains a connected and permeable transport network consistent with the surrounding road hierarchy. Future transport infrastructure requirements will be addressed in accordance with Council's standards.	☒ Compliant ☐ N/A ☐ Performance Solution
(j) Development does not impinge on an existing or intended use of an adjacent area.	The proposal does not impinge on any existing or intended use of adjoining land.	☒ Compliant ☐ N/A ☐ Performance Solution
(k) Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.	The proposal does not introduce any incompatible land uses requiring buffer areas or additional mitigation measures. The subdivision maintains a compatible interface with surrounding residential development and the adjoining public open space, consistent with Council's long-term planning intentions.	☒ Compliant ☐ N/A ☐ Performance Solution
(l) Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.	There are no interim uses proposed as part of this application. Therefore, this criterion is not applicable.	☒ Compliant ☐ N/A ☐ Performance Solution
(m) Development provides the infrastructure required to support the development.	The development will be able to provide for infrastructure to support the proposal. Please see Engineering Report by MPN.	☒ Compliant ☐ N/A ☐ Performance Solution

2. USE CODE

2.1 Subdivision Code

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Subdivision code is to regulate development for reconfiguring a lot.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the: (i) landscape and built form character, environmental and other values of the site or locality; (ii) safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises; (iii) amenity of intended uses and existing surrounding residential uses; (iv) comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site. (b) Development for reconfiguring a lot results in lots and an arrangement of lots that: (i) achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (ii) accommodate lawful uses; (iii) are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;	The proposal provides an orderly and functional subdivision outcome that is appropriate to the site's intended use and surrounding context. The proposed lots are appropriately sized and configured, retaining the existing dwelling on Lot 8 while creating Lot 9 for a residential use. The subdivision responds to the site's physical characteristics, complements the surrounding development pattern, maintains the amenity of adjoining land uses, and is capable of being appropriately serviced by existing and upgraded infrastructure. Accordingly, the proposal achieves an integrated subdivision outcome consistent with the intent of the Subdivision Code.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(iv) are arranged and configured to complement the pattern of development in the locality; (v) address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values. (c) Development for reconfiguring a lot under the <i>Land Title Act 1994</i> and the <i>Body Corporate and Community Management Act 1997</i> occurs in a manner that achieves good urban design outcomes. (d) Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development. (e) Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms. (f) Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure. (g) Development for reconfiguring a lot provides infrastructure and services that: (i) comply with the relevant standards in the planning scheme; (ii) effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose; (iii) maximise the quality and utility of the public realm.		

2.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot			
PO1 Development results in lots and an arrangement of lots that: (a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; (b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (c) feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; (d) complement the streetscape, local context and character for the locality; (e) address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. <i>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.</i> <i>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.</i> <i>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.</i>	AO1 The proposal meets the minimum dimensions in Table 9.4.10.3.B Part 1 for standard lots in the Emerging Community Zone.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>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.</i> <i>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</i>		
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. <i>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</i> <i>Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on</i>	AO1.2 The development does not require a building envelope plan or a development footprint plan. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>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.</i> AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: (a) across a proposed lot boundary; or (b) within a setback required by the planning scheme. <i>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.</i> <i>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.</i> <i>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</i>	AO1.3 The proposal will not result in a structure / building being located in the proposed lot boundary or within a required setback.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</i> <i>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:</i> ▪ <i>physical inspection is undertaken at the framing stage of construction;</i> ▪ <i>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</i> ▪ <i>other evidence received and agreed by the Council.</i>		
PO2 Development creates useable lots that: (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: (i) minimise adverse impacts to vegetation, natural features and topography; (ii) avoid adverse impacts on coastal resources and	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: (i) a single level change; or (ii) any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to	AO2.1 The proposal does not involve any earthworks. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
processes where for development of canals and artificial waterways; (d) minimise adverse impacts to the utility of existing or proposed transport network elements.	accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. <i>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.</i>		
	AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.	AO2.2 The subdivision does not result in lots that have an area less than 450m². Therefore, this criterion is not applicable.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. <i>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.</i>	AO2.3 The proposed lots provide the required minimum rectangular building area on land with an existing slope of less than 1 in 5. The subdivision has been designed having regard to the site's topography, ensuring each lot is capable of accommodating future development in accordance with the requirements of the Subdivision Code.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</i> AO2.4 Development does not involve the creation of canals or artificial waterways.		
		AO2.3 The development does not involve the creation of canals or artificial waterways.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; (b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; (c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; (d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; (e) at an adequate width, suitable gradient and appropriate construction standard; (f) to avoid unreasonable detriment	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrian, cyclists and vehicles; (c) access to properties for all modes; (d) utilities; (e) high levels of aesthetics and amenity, improved liveability and future growth; (f) a high-quality streetscape; (g) a low-maintenance asset with minimal whole-of-life cost. <i>Editor's note—See Section B for additional requirements where new road is proposed.</i> AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 The proposal does not warrant additional pavement width. The proposed design is in accordance with the existing road hierarchy. Land will be dedicated for any future road widening on Romulus Street to be in compliant with the required verge width along this frontage.	☒ Compliant ☐ N/A ☐ Performance Solution
		AO3.2 The subdivision layout enables access to each lot to be in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
or nuisance to an adjacent premises; (g) to preserve the amenity and function of the public realm in accommodating: (i) high levels of pedestrian traffic; (ii) large subtropical street trees; (iii) on-street parking.	AO3.3 Development provides each lot with access to a public road other than a major road, that is: (a) direct; or (b) via a formal access arrangement that is: (i) registered on a title over another lot; or (ii) a reciprocal access easement; or (iii) over common property; (iv) located as far away as practicable from an existing or proposed dwelling; (v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy; (c) the width specified: (i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or (ii) in Table 9.4.10.3.B where in any other zone; (d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	AO3.3 Each proposed lot has direct frontage and access to an existing public road. Lot 8 retains direct access from Musgrave Road, while Lot 9 will have access through a 6m wide rear lot access easement as required Transport, access, parking and servicing planning scheme policy. As such the proposed access arrangements are capable of accommodating the intended use of each lot in accordance with Council's standards.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO3.4 Development provides safe sight distances at the following locations: (a) an access point along the frontage of each lot; (b) a junction and an intersection, including corner truncation; (c) a pedestrian or cyclist crossing.	AO3.4 The proposed access arrangements are capable of providing safe sight distances for vehicles, pedestrians and cyclists. Detailed access design and compliance with Council's sight distance requirements are addressed in the accompanying Engineering Report.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO3.5 Development provides grades within a lot that: (a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; (b) do not require cut and fill in excess of 1m in height.	AO3.5 The site's gentle topography enables each proposed lot to accommodate compliant vehicular access without excessive earthworks. Verge reprofiling may be required for the access easement. Detailed grading and earthworks are addressed in the accompanying Engineering Report.	☒ Compliant ☐ N/A ☐ Performance Solution
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. <i>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.</i>	AO4.1 Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.	AO4.1 The proposal provides for the orderly delivery of infrastructure and services consistent with Council's planning framework. In particular, the subdivision facilitates the future dedication of Lot 9 as public parkland in accordance with the Local Government Infrastructure Plan (LGIP). The proposed lots are capable of being appropriately serviced, with detailed infrastructure, access and servicing arrangements addressed in the accompanying Engineering Report and designed in accordance with the relevant planning scheme policies.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	AO4.2 The proposed subdivision is capable of being serviced by an appropriately designed stormwater drainage system in accordance with the Stormwater Code. Detailed stormwater design, including drainage infrastructure and lawful points of discharge, is provided in the accompanying Engineering Report.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or (b) a 6m long by 3 equal chord truncation if a minor road.	AO4.3 Not applicable. The proposed subdivision does not require the provision of a corner truncation.	☐ Compliant ☒ N/A ☐ Performance Solution
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; or (c) mitigating hazard impacts, including	AO5 The proposed lot configuration appropriately responds to the site's context and does not expose future occupants to unacceptable adverse impacts. The subdivision retains an appropriately sized residential lot and creates a separate lot intended for future public park purposes, with both lots capable of accommodating their intended use. No hazards have been identified that would preclude the proposed subdivision or require additional mitigation measures.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	through buffers, structures or other necessary measures. <i>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:</i> - contaminated land; - transport noise corridors on State-controlled roads and the rail network. <i>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.</i>		
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: (a) rearranging the boundaries of a lot; or (b) volumetric format plan subdivision; or (c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.			
PO6 Development ensures that any rearrangement of a lot boundary: (a) does not create additional lots; (b) wholly contains infrastructure and services within the lot they serve; (c) results in lots having a dimension,	AO6 No acceptable outcome is prescribed.	AO6 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
arrangement and size that maintains or improves consistency with the: (i) character intended for the locality; (ii) outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.			
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: (a) facilitate efficient development; (b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; (c) are in accordance with an existing development approval or approved building; (d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO7 No acceptable outcome is prescribed.	AO7 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO8 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 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed	AO8.1 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; (b) lawful uses intended for the site and the locality.	lots to the extent relevant.		
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	AO8.2 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	AO8.3 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: (a) 10 or more lots; or (b) road reserve or new road; or (c) cycle or pedestrian routes.			
PO9 Development ensures that the transport network and all its component elements is designed to: (a) facilitate the efficient and cost-effective provision and maintenance of infrastructure; (b) deliver the intended functional outcome of each element; (c) have a clear hierarchical structure using the existing network classification; (d) provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public	AO9 Development provides a transport network that: (a) is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; (b) completes, aligns and integrates with the relevant components of the surrounding transport network identified through: (i) the Road hierarchy overlay map; (ii) the Bicycle network overlay map; (iii) the Streetscape hierarchy overlay map; (iv) any other overlay, neighbourhood	AO9 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
transport and freight networks. <i>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.</i> <i>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.</i>	plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; (v) a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; (c) when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the {Link, 10350, Refuse planning scheme policy and the Infrastructure design planning scheme policy. <i>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.</i> <i>Note—This outcome can be demonstrated through an application that:</i> ▪ <i>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</i>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> ▪ <i>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.</i>		
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: (a) are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; (b) are safe, suitably shaded and embellished, attractive and efficient; (c) link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; (d) provide routes that are on areas	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: (a) is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or (b) uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. <i>Note—The Infrastructure design code requires</i>	AO10.1 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
of least slope and avoid potential hazards such as flooding; (e) run predominantly along public spaces including streets or parks that are fronted by dwellings; (f) are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; (g) are widened at potential vehicle conflict points. <i>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.</i> <i>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</i>	<i>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.</i> AO10.2 Development provides pathway links outside the road corridor that: (a) comply with the Infrastructure design planning scheme policy; (b) incorporate key elements of crime prevention through environmental design, including: (i) having a maximum length of 40m; (ii) providing a direct line of sight between ends of the link; (iii) connecting between the road network and the park where development is located between them. <i>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.</i> <i>Note—A minimum of 50% of any park frontage should be to a minor road.</i>	AO10.2 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO11 Development provides a road reserve and carriageway that is of sufficient	AO11 Development provides a road reserve and carriageway that is designed in compliance	AO11 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: (a) safe and efficient movement of users, including vehicles, cyclists and pedestrians; (b) vehicle parking; (c) access to properties, including accommodation of the largest design service vehicle; (d) construction and maintenance of public utilities; (e) landscaping, street trees and shading; (f) safety and visibility; (g) integrated pedestrian and cyclist movement and safety; (h) noise reduction; (i) required design vehicles; (j) utility services.	with its road hierarchy classification within the Infrastructure design planning scheme policy.		☐ Performance Solution
PO12 Development provides a road network that: (a) includes a minor road network that creates convenient and safe movement between uses and to major roads; (b) positively contributes to and enhances the bicycle network and streetscape hierarchy; (c) caters for the expected vehicle,	AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	AO12.1 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.	AO12.2 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO12.3	AO12.3	☐ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
pedestrian and cyclist use; (d) utilises geometry consistent with the standards relevant for the road hierarchy; (e) provides safe vehicular access to each lot where direct lot access is allowed; (f) prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; (g) provides safe pedestrian and cyclist crossings; (h) minimises the need for earthworks; (i) provides minor roads adjoining and overlooking the public parks network; (j) enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; (k) maximises the quality of the public realm, provision of street trees and availability of on-street parking.	Development provides road network that: (a) is generally orientated on a modified grid pattern that allows for topographic constraints; (b) facilitates the following orientation wherever possible: (i) generally north-south roads, to allow lots to have their long axes typically orientated east-west; (ii) generally east-west roads, to allow lots to have their long axes typically orientated north-south.	The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☒ N/A ☐ Performance Solution
PO13 Development provides connected road, pedestrian and bicycle networks.	AO13 Development involving new road ensures that a no through road is included only where: (a) physical features obstruct road	AO13 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	network continuity; (b) it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; (c) connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; (d) a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; (e) if for residential development, a no through road: (i) accommodates a maximum of 200 vehicle movements per day; (ii) provides a visible manoeuvring area from the no through road entrance; (iii) is no longer than 150m. (f) if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. <i>Note—Physical features that might obstruct road network connectivity include waterways,</i>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<i>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.</i>		
PO14 Development maximises opportunities to provide on-street car parking where: (a) in compliance with the intended function of the road; (b) taking into consideration kerb space requirements for: (i) bus stops, passenger set down, servicing and traffic control devices; (ii) street trees and landscaping; (iii) street furniture and public signage; (iv) utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	AO14 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15 Development provides intersection designs that ensure: (a) safety, efficient function and visibility for vehicles, pedestrians and cyclists; (b) verge areas that provide sufficient space for safe pedestrian movement; (c) sufficient space for infrastructure	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	AO15 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
and traffic management.			
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO16 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO17 Development provides a transport network that is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.	AO17 The proposal does not involve (a) to (c) above. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C—Specific performance outcomes and acceptable outcomes applicable to development			
Section C1—Development for reconfiguring a lot involving any of the following: (a) a site that is more than 1ha in the Emerging community zone; or (b) the number of potential dwellings is 20 or more in the Emerging community zone; or (c) a site that is more than 7,000m ² in the Low density residential zone; or (d) the number of lots is 20 or more; or (e) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or (f) the creation of more than 50% of the lots with an area less than 350m ² where not associated with a material change of use or in accordance with an approved building.			
<i>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.</i>			
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible	AO18.1 Development is designed and sited in compliance with: (a) the structure outlined in a neighbourhood plan, a development	PO18 The subject site exceeds one hectare and is located within the Emerging Community Zone. While AO18.1 anticipates development to be consistent with an adopted neighbourhood	☐ Compliant ☐ N/A ☒ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
neighbourhoods that ensure: (a) the lot frontage of all residential lots is within: (i) 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; (ii) 800m walking distance of a local shop and services; (b) the greatest intensity of development is within 400m walking distance from: (i) a centre other than a Neighbourhood centre; (ii) high frequency public transport; (c) if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (d) connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; (e) an interconnected street pattern that results in safe, connected and permeable neighbourhoods;	approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: (i) integration, connection and relationship of the site with surrounding land uses; (ii) roads, pathways, bicycle and public transport stops and stations; (iii) character and environmental values and development constraints; (iv) parks and key destinations such as centres and community facilities; or (b) a structure plan prepared in accordance with the Structure planning scheme policy. <i>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 scheme policy where this information is insufficient.</i>	plan, development approval, preliminary approval or structure plan, none of these circumstances currently apply to the subject site. The site is not affected by a neighbourhood plan, is not subject to an existing development approval or preliminary approval and, given the scale and nature of the proposal, the preparation of a structure plan is not warranted. Accordingly, the proposal is assessed against PO18 as outlined below: Both proposed lots are located within 400m walking distance of a local park. Specifically, Lot 9 adjoins John Henley Park to the south while Lot 8 is within 400m walking distance of both Western Outlook Park and Didbrook Street Park. (a) The site is not strictly located within 800m walking distance of a local shop, however Robertson State School and associated recreational facilities are located directly opposite the site north of Musgrave Road. The lots are also located within 1km walking distance (or 500m radius) of Sunnybank Plaza Shopping Centre, Sunny Park Shopping Centre and Sunnybank Private Hospital. The site is generally well located with convenient access to a range of facilities including primary, secondary and tertiary education facilities,	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(f) centrally located parks; (g) sites are provided for community activities, services and facilities and utilities; (h) integrated development with compatible surrounding development approvals and established residential areas; (i) the outcomes of neighbourhood plans are delivered; (j) site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process. <i>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.</i> <i>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.</i>		shopping centres anchored by full-line supermarkets and mini major tenancies, Queensland Sport and Athletics Centre (QSAC), QEII and Nissan Arena, and ample open space and recreation zoned land. (b) The development is not for a major or intense development given the proposal is for a 1 into 2 lot subdivision. Notwithstanding, the site is very well located to accommodate an additional residential lot as described above. (c) The proposed new lots achieve two different lot sizes and dimensions to retain the existing dwelling on Lot 8 and provide opportunity for new residential development on Lot 9. Given the size of the proposed new lots, the proposed subdivision does not prohibit the ability for future subdivision or development for a higher density residential use. (d) While the site is identified as containing a Trunk park under the LGIP, to be delivered in 2031-2036, the development is of a minor scale and directly adjoins an existing park. As such, no new park is deemed to be necessary given the existing suitable public infrastructure within the locality. The development does not otherwise interrupt or interfere with	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		the existing public and active transport network. (e) No new streets are proposed as part of this 1 into 2 lot subdivision. It is noted there is an existing Access Restriction Strip along the southern boundary to Romulus Street. While secondary access already exists to the site from Romulus Street, an access easement over Lot 8 to the benefit of Lot 9 is proposed to Musgrave Road to preserve the intent of the ARS. (f) As abovementioned, the site is conveniently located adjoining the existing John Henley Park and has access to two additional parks to the north of the site within 400m walking distance. Although the site is identified within the LGIP to provide an additional park, it is deemed unnecessary to deliver a new park as part of this low-scale development considering the location adjoining an existing park. (g) The subject site is located within the Emerging Community Zone with an existing low-rise, low-density residential use, surrounded by Low Density Residential Zones. As such, no new community activities, services, facilities or utilities are proposed as part of the application. It is noted that the site is well-located and serviced	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		with existing facilities thus no additional community activities are necessary to service the existing established neighbourhood. (h) The proposal represents infill development within an established and emerging residential locality. Land immediately east of the site is located within the Emerging Community Zone and has been developed as a community title subdivision comprising six (6) residential lots ranging in size from approximately 2,000m² to 3,050m², together with a common property lot of approximately 8,296m² accessed from Peterleen Street and Musgrave Road (via an easement). Land to the west is developed for detached dwelling houses within the Low density residential zone, while land to the south comprises existing public parkland. The proposed subdivision is compatible with the surrounding development pattern. No new roads, community facilities or utility infrastructure are required, and the proposal maintains an orderly transition between the established residential development to the west, the emerging residential community to the east and the adjoining parkland to the south.	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		(i) The site is not located within a neighbourhood plan, however achieves the intent of the Emerging Community Zone. (j) Given the proposal is limited to a two-lot subdivision, the preparation of a structure plan would not provide any additional planning benefit. The additional lot achieves an overall increase in residential density and does not prohibit the ability for future redevelopment of the sites. However, the proposed new lots are consistent with the existing lot characteristics in the immediate context of the site.	
	AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: (a) maximum street block length of 220m; (b) maximum street block depth of 80m; (c) mid-block pedestrian pathway: (i) every 150m of street block length or part thereof where a street block length exceeds 200m; (ii) providing a minimum 5m wide direct line of sight between the link ends.	AO18.2 The proposal is not expected to generate significant pedestrian movements or create new street blocks. Existing pedestrian infrastructure within the surrounding road network is sufficient to service the proposed subdivision.	☐ Compliant ☒ N/A ☐ Performance Solution
PO19 Development ensures that the layout retains and responds to: (a) physical features such as	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors,	AO19.1 The development is for Reconfiguring a Lot and will not affect significant vegetation within	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
topography, natural drainage systems and significant vegetation; (b) existing heritage or character buildings; (c) adjoining existing uses and the transport and public park networks.	common property or private open space areas. <i>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</i> AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	a park, road reserve, waterways or corridors, common property or private open space areas. AO19.2 There are no heritage / character buildings identified on site. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: (a) a high proportion of dwellings close to public transport stops; (b) higher density residential development close to transport stops; (c) non-residential or high trip-generating uses immediately proximate to transport stops.	AO20 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	AO20 Both proposed lots are located within 400m walking distance of an existing public transport stop. Accordingly, the proposal satisfies this acceptable outcome by providing future occupants with convenient access to public transport.	☒ Compliant ☐ N/A ☐ Performance Solution
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	AO21.1 Development provides lots that are generally designed and positioned to locate: (a) small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; (b) larger lots or the lowest dwelling	AO21.1 The site is generally flat. There are only lots provided which are quite large and able to accommodate buildings that will allow solar access and breeze.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	densities on south-facing slopes or parts of the site where solar access is poor. AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.		
		AO21.2 The proposal does not involve a small lot. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: (a) meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; (b) is consistent with the surrounding lot character; or (c) provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. <i>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</i>	AO22.1 Development provides a range of lot sizes that comply with: (a) the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or (b) if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or (c) if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and	AO22.1 The lot sizes comply with the minimum lot sizes provided in the Subdivision Code. There is no Neighbourhood plan applicable for the site.	☐ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	surrounding lot character consistent with the proposed uses of the site. <i>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.</i>		
	AO22.2 Development fronting an existing or proposed road provides: (a) no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; (b) no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; (c) if adjoining land in the Residential zones category or the Emerging community zone: (i) a consistent lot character; (ii) a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high	AO22.2 The proposal provides a lot configuration that is consistent with the established and intended character of the locality. Lot 8 retains a standard residential lot containing the existing dwelling, while Lot 9 is also for a residential use. The subdivision therefore integrates appropriately with the surrounding pattern of development and does not result in an inconsistent lot character.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	frequency public transport. <i>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.</i> <i>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</i>		
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: (a) site access opportunities or restrictions; (b) positive streetscape or park interface opportunities; (c) opportunities to locate near transport stops or on transport routes; (d) uses and building forms to act as noise buffers to external noise sources such as major roads,	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: (a) with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; (b) on the end of street blocks or corners; (c) within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; (d) so that the change of use between residential and non-residential uses	AO23 The development is not for non-residential, centre or mixed-use development. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
railways or other non-residential uses; (e) development interfaces and land use transitions to residential uses.	occurs along the shared rear boundaries of lots.		
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO24.1 Development where providing lots for multiple dwellings: (a) facilitates direct pedestrian and vehicle access to ground-floor dwellings; (b) locates lots: (i) on corner sites; or (ii) at the ends of street blocks; or (iii) where they have dual frontage. <i>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.</i>	AO24.1 The proposal is not for multiple dwellings. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: (a) is located mid-block or adjacent to a park where there is dual frontage; (b) is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; (c) if serviced by a rear lane, the lane is no longer than 60m in length.	AO24.2 The proposal does not create lots that are less than 350m². Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO24.3 Development provides for larger lots located on corners or at the end of T-	AO24.3	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	intersections.	The development does not involve T intersections. Therefore, this criterion is not applicable.	
PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: (a) for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; (b) to maximise outdoor private space, privacy and amenity; (c) to provide convenient on-site vehicle access and parking.	AO25.1 Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	AO25.1 The proposed lots are regular in shape and appropriately configured for their intended purpose. Both lots are functional residential lots. Both lots provide practical dimensions consistent with the requirements of Table 9.4.10.3.B.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO25.2 Development with lots less than 600m ² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	AO25.2 There are no lots proposed to be less than 600m ² as part of this proposal. Therefore, this criterion is not applicable.	☒ Compliant ☐ N/A ☐ Performance Solution
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: (a) the nature of surrounding parks; (b) the needs of occupants and visitors; (c) the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	AO26 The proposal is for residential lots and does not provide land for park purposes.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: (a) not complying with the dimensions in Table 9.4.10.3.B; or (b) with a frontage width of less than 10m.			
PO27 Development ensures that each small	AO27.1 Development where a small lot and not	AO27.1	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: (a) intended character of a locality; (b) quality of the public realm and the provision of street trees; (c) availability of on-street car parking; (d) natural, character or heritage features of the lot. <i>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.</i>	complying with the dimensions in Table provides a development footprint plan: (a) formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; (b) 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; (c) 1.5m to any secondary street frontage where for a corner lot; (d) 3m to any private open space on an existing or proposed adjoining small lot. <i>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.</i>	The proposal does not create any small lots. Therefore, this criterion is not applicable.	☐ Performance Solution
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. <i>Note—This acceptable outcome requires identification of a development footprint plan.</i>	AO27.2 The proposal does not create any small lots. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.		
	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. 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.	AO27.3 The proposal does not create any small lots. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: (a) minimises impacts to existing street trees and on-street car parking;	AO27.4 The proposal does not create any small lots. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) maximises opportunities for street tree planting and on-street car parking. <i>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.</i>		
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 Development provides a lot layout plan that: (a) facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; (b) minimises impacts to existing or potential incompatible land uses.	AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.	AO28.1 The subject site is not in the Industry Zones or the Extractive industry zone. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO28.2 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.	AO28.2 The subject site is not in the Industry Zones or the Extractive industry zone. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO29 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 Development provides lots that are arranged to: (a) provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area;	AO29 The subject site is not in the Industry Zones or the Extractive industry zone. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.		
PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: (a) are of a size that facilitates a variety of industrial and industry compatible land uses; (b) are not subdivided or otherwise fragmented into unviable lot sizes.	AO30 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.	AO30 The subject site is not in the Industry Zones or the Extractive industry zone. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
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			
<i>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.</i>			
PO31 Development: (a) facilitates the integration of centre and mixed uses with adjacent uses and features; (b) complements and enhances existing or proposed public spaces; (c) ensures minimum impact on the amenity of adjacent and nearby areas; (d) provides for reasonable buffers between any existing or potential	AO31 No acceptable outcome is prescribed.	AO31 The subject site is in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. <i>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 scheme policy.</i> <i>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.</i>	AO32 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: (a) consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; (b) minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; (c) does not further fragment viable rural land. <i>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 a 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.</i>	AO32 The subject site is not in the Environmental management zone, Rural zone or very-low density residential potential development area identified in a neighbourhood plan. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO33 Development provides vehicular	AO33 Development provides vehicle access via a	AO33	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
access that is: (a) available to each lot or building envelope area; (b) does not result in the loss of ecological features, significant vegetation and koala habitat trees. <i>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.</i>	road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. <i>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.</i>	The subject site is not in the Environmental management zone, Rural zone or very-low density residential potential development area identified in a neighbourhood plan. Therefore, this criterion is not applicable.	☐ Performance Solution
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots			
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land			
PO34 Development does not result in: (a) the use of a premises being impaired or made unlawful; (b) dependent activities of a use becoming separated by titling; (c) the functioning of the relevant development approval being compromised. <i>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.</i>	AO34.1 Development ensures: (a) the use of premises remains lawful; (b) development remains in compliance with planning and building standards and development approvals. AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	AO34.1 The subdivision is for creation of freehold lots. Therefore, this criterion is not applicable. AO34.2 The subdivision is for creation of freehold lots. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution ☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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. 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.			
If involving a standard format lot with common property such as requiring a community management scheme under the Body Corporate and Community Management Act 1997 Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.			
PO35 Development involving common property under the <i>Body Corporate and</i>	AO35 No acceptable outcome is prescribed	AO35	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions: (a) for siting and constructing the intended building and any ancillary outbuilding and structure; (b) for the provision of private open space, vehicle access and parking; (c) that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. <i>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</i>		The proposal does not involve a standard format lot with common property. Therefore, this criterion is not applicable.	☐ Performance Solution
PO36 Development provides internal access ways and driveways that: (a) are designed to clearly indicate the function of the access way; (b) provide acceptable levels of access, functionality, safety, amenity and convenience for	AO36.1 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: (a) internal access ways that are designed in compliance with Table 9.4.10.3.C;	AO36.1 The proposal does not involve a standard format lot with common property. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
users, as well as catering for car parking facilities.	(b) internal driveways serving a single dwelling that are a maximum of 3m wide; (c) driveways serving more than 3 lots that are at least 4m wide.		
	AO36.2 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.	AO36.2 The proposal does not involve a standard format lot with common property. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

3. OVERLAYS

3.1 Bicycle Network Overlay Code

3.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Bicycle network overlay code is to: (a) Implement the policy direction in the Strategic framework in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Bicycle network overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development contributes to the safe and efficient operation of the existing and planned bicycle network. (b) Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels. (c) Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely. (d) The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations. (e) Development does not compromise the completion of the bicycle network.	Development contributes to the safe, efficient and connected operation of the existing and planned bicycle network and does not compromise its future completion.	☒ Compliant ☐ N/A ☐ Performance Solution

3.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
General			
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. <i>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).</i>	AO1 The proposed development does not negatively impact the existing cycle routes adjacent to the subject site.	☒ Compliant ☐ N/A ☐ Performance Solution
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;	AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: (a) for long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; (c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	AO2 The proposal will not affect existing cycle routes.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) the provision of long term, existing and planned infrastructure for the bicycle network which: (i) is REQUIRED to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <i>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.</i>			
PO3 Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in	AO3 No acceptable outcome is prescribed.	AO3 The development is capable of being appropriately serviced by existing and planned trunk infrastructure. Any infrastructure charges or contributions required by Council will be addressed through the infrastructure charging framework applicable to the development.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
the Local government infrastructure plan; (ii) long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. <i>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.</i> <i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i>			
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category			
PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	AO4 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	AO4 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	AO5.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	AO5.1 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	AO5.2 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways and cross block links, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	AO5.3 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: (a) activity nodes; (b) entrances and gateways; (c) landmarks and features of interest; (d) visual connectors to the river.	AO6 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	AO6 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	AO7.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	AO7.1 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO7.2 Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	AO7.2 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
PO8 Development adjoining Riverwalk: (a) contributes to the creation of a vibrant and active waterfront; (b) provides direct access to Riverwalk; (c) allows for visual interaction and surveillance of the public domain.	AO8.1 Development adjoining land in the Riverwalk – Typology 1 sub-category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.	AO8.1 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO8.2 Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	AO8.2 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: (a) supports a safe and publicly accessible waterfront;	AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	AO9.1 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) enhances the views of the river, both near and far.	AO9.2 Development ensures that any revetment wall: (a) minimises impact on the riparian edge; (b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.	AO9.2 The subject site is not located within close proximity to the Riverwalk.	☐ Compliant ☒ N/A ☐ Performance Solution

3.2 Road Hierarchy Overlay Code

3.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Road hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks; (ii) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity. (b) Provide for the assessment of the suitability of development in the Road hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain. (b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists. (c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.	The proposed development is compatible with the surrounding road hierarchy and contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain. The proposal is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy. (e) Development does not compromise the completion of the road hierarchy. (f) Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.		

3.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	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 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) the safety and efficiency of primary freight routes are protected and	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	AO1.1 The proposal is for assessable Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	AO1.2 The proposal is for assessable Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
enhanced, supporting major industry areas; (c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	AO1.3 The proposal is for assessable Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	AO1.4 The proposal is for assessable Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	AO1.5 The proposal is for assessable Reconfiguring a Lot only. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
Section B—If for assessable development for a material change of use			
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	AO2.1 The development does not involve a Material Change of Use. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. <i>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.</i>	AO2.2 The development does not involve a Material Change of Use. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	AO3 The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	☒ Compliant ☐ N/A ☐ Performance Solution
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority	AO3A No acceptable outcome is prescribed.	AO3A The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. <i>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.</i>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i>			
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category			
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures</i>	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	AO4 The site is not located adjacent to a planned infrastructure corridor. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>associated with the approved development clear of the area of long term infrastructure, may be imposed.</i>			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy			
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	AO5 The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. <i>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</i>	AO6.1 The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. Therefore, this criterion is not applicable. AO6.2 The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution ☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.	<i>scheme policy (Traffic impact assessment and definitions section).</i>		
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	AO7 The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	AO8 The proposal does not involve a reconfiguration of a lot nor extension / change to the road hierarchy. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

3.3 Streetscape Hierarchy Overlay Code

3.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings. (b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration. (c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes. (d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone. (e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods. (f) Development maintains options for the safe movement of wildlife along a corridor.	Development contributes to a high-quality streetscape with safe and convenient pedestrian and cyclist access, subtropical landscaping, and the retention and establishment of street trees where appropriate.	☒ Compliant ☐ N/A ☐ Performance Solution

3.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	PO1 Under the Streetscape hierarchy overlay, both Musgrave Road and Romulus Street are identified as Neighbourhood street – minor. Table 8.2.20.4.B identifies a desired verge width of 3.75m to 4.25m for new roads within this streetscape hierarchy. The proposal does not involve the creation of a new road, nor does it intensify development in a manner that would generate a need for road widening or substantial streetscape upgrades. The existing Musgrave Road frontage contains an approximate 6.0m verge, which exceeds the nominated verge width and provides sufficient space to accommodate existing street functions, pedestrian movement and landscaping opportunities. The Romulus Street frontage contains an existing verge width of approximately 2.78m, which is less than the indicative width identified in Table 8.2.20.4.B. Notwithstanding this, the existing verge is considered acceptable in the circumstances of the proposal. The development is limited to a two-lot subdivision, retains the existing access arrangement to Musgrave Road for proposed Lot 8, and provides an access easement over Lot 8 in favour of Lot 9. As such, no changes to the Romulus Street frontage are required to	☐ Compliant ☐ N/A ☒ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		safely or efficiently service the proposed lots. The redundant crossover on the corner of Romulus Street and Remus Street will be removed with the kerb and channel reinstated. Further, pedestrian movement within the immediate streetscape is maintained, with an existing footpath available on the southern side of Romulus Street. Recent development approvals along the north side of Romulus Street (namely A006031087 at 673 Musgrave Road and A006083428 at 66 Romulus Street) has not required the provision of a pedestrian footpath. Thus, given there is an existing footpath along the south of Romulus Street, a footpath along the site frontage is not required. The proposal therefore does not compromise pedestrian safety, streetscape function or the intended neighbourhood street character.	
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	PO2 The development proposes 6m wide access easement to the rear lot 9, and thus will require removal of the existing street tree near the western boundary. The development proposes to do verge reprofiling works so that verge / kerb treatments are compliant and have a strong amenity focus.	☐ Compliant ☐ N/A ☒ Performance Solution
	AO2.2	AO2.2	☐ Compliant ☒ N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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.	The proposal is for ROL only and does not propose new planting of street trees, street furniture, paving, lighting and verge / kerb treatment. Therefore, this criterion is not applicable.	☐ Performance Solution
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.1 A corner land dedication is not required for this application. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.2 A corner land dedication is not required for this application. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan	AO3.3 A corner land dedication is not required for this application. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.		
If in or on a site adjoining the Wildlife movement solution sub-category			
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	AO4 The site is not on or adjoining the Wildlife movement solution sub-category. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

3.4 Community Purposes Network Overlay Code

3.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) This code applies to assessing development in the Community purposes network overlay, if: (a) assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or (b) impact assessable development. (2) Land within the Community purposes network overlay is identified on the Community purposes network overlay map and is included in the following sub-categories: (a) Existing trunk park sub-category; (b) Existing non-trunk park sub-category; (c) Existing community facilities and land for community facilities sub-category; (d) LGIP planned land for community facilities specific location sub-category; (e) LGIP planned park acquisition specific location sub-category; (f) LGIP planned park upgrade specific location sub-category; (g) LGIP planned park embellishment specific location sub-category; (h) LGIP planned corridor park specific location sub-category; (i) Long term land for community facilities specific location sub-category; (j) Long term park specific location sub-category; (k) Long term corridor park specific location sub-category. (3) When using this code, reference should be made to section 1.5 and section 5.3.3. <i>Note: The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.</i> <i>Editor's note: Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.</i>		
(a) Implement the policy direction in the Strategic framework in particular: (i) Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.2 – Brisbane's other	The proposed development achieves the overall outcomes of the Community Purposes Network Overlay as follows: - The subject site is not identified as requiring any community infrastructure items;	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
infrastructure networks and Element 4.3 – Brisbane’s coordinated infrastructure planning and delivery; (ii) Theme 5: Brisbane’s CityShape and Element 5.6 – Brisbane’s Greenspace System.¹ (b) Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the <u>Local government infrastructure plan</u>. (c) Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the <u>Long term infrastructure plans</u>. (d) Development which provides existing and planned infrastructure for the Community purposes network in the <u>Local government infrastructure plan</u> ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets. (e) Development does not compromise the completion of the Community purposes network.	- The proposed development does not negatively impact or compromise the provision of community infrastructure.	

3.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category			
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy	AO1 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. It is adjoining an existing park to the south. This criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban	AO2 No acceptable outcome is prescribed.	AO2 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. It is adjoining an existing park to the south. This criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
development which is made necessary by the development. <i>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.</i> <i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i>			
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan;	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	AO3 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. It is adjoining an existing park to the south. This criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; o (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <i>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.</i>			
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category			
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's	AO4 Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the	AO4 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. It is adjoining an existing park to the south. This criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	Infrastructure design planning scheme policy.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;	AO5 No acceptable outcome is prescribed.	AO5 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. It is adjoining an existing park to the south. This criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. <i>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.</i>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i>			
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	AO6 The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network. The subject site is identified within the LGIP park acquisition indicative location (Future) sub-category. The subject site does not have an existing park in the site and is not identified as a specific location for a future park. As such, the outcomes are not applicable. It is worth noting a park is located south of the subject site and the proposed development does not impact the function of the park.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. <i>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.</i>			

4. SECONDARY CODES

4.1 Filling & Excavation Code

Not applicable. There is no filling or excavation involved as part of this development proposal.

4.2 Infrastructure Design Code

Refer to Appendix G of the Civil Engineering Report by *MPN Consulting*

4.3 Outdoor Lighting Code

4.3.1 Purpose & Overall Outcomes

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses. (b) Outdoor lighting does not create an adverse impact on the behaviour of native fauna.	Any proposed outdoor lighting will avoid adverse impact on adjoining uses or on the behaviour of native fauna.	☒ Compliant ☐ N/A ☐ Performance Solution

4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;	AO1.1 The proposal will ensure that any outdoor lighting will comply with the relevant standards and requirements outlined in the acceptable outcome.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. <i>Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</i>		
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off Luminar.	AO1.2 The proposal will ensure that any floodlighting is restricted to a type that gives no upward component	☒Compliant ☐N/A ☐Performance Solution

4.4 Stormwater Code

Refer to Appendix G of the Civil Engineering Report by *MPN Consulting*

4.5 Transport, Access, Parking & Servicing Code

4.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses. (b) Development enhances the potential for trip making other than by private vehicle. (c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses. (d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use. (e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system. (f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with	The proposed subdivision proposes access to Lot 8 through the existing crossover on Musgrave Road, and access to proposed Lot 09 via a 6m wide rear lot access easement as required by the Transport, access, parking and servicing planning scheme policy. The access arrangement enables safe vehicle circulation, manoeuvring and servicing and will not adversely impact the operation or safety of the surrounding road network. The development is located within an established urban area with access to existing pedestrian, cycling and public transport networks. The proposed lots are appropriately serviced and capable of accommodating future parking and servicing demands associated with detached dwelling houses. The proposal is of a scale commensurate with the surrounding low density residential area and is not anticipated to generate traffic impacts that would adversely affect the amenity, safety or efficiency of the transport network.	☒ Compliant ☐ N/A ☐ Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
the community's reasonable expectations and avoid risk of damage to people, property and vehicles. (g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient. (h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options. (i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network. (j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which: (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users. (k) Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises. (l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.	Accordingly, the proposal complies with the Overall Outcomes of the Transport, Access, Parking and Servicing Code.	

4.7.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. <i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i> ▪ <i>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;</i> ▪ <i>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;</i>	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 The proposed development complies with the Transport, Access, Parking and Servicing Planning Scheme Policy. Appropriate access, manoeuvring and servicing arrangements are provided via the existing crossovers from Musgrave Road and a 6m wide rear lot access easement to Lot 9. Future dwelling houses on the proposed lots will be capable of accommodating on-site parking and servicing requirements in accordance with the Planning Scheme.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.			
PO2 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 No acceptable outcome is prescribed.	AO2 The proposal is not of a major size. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 The proposal provides for 6m wide rear lot access to proposed lot 9 in compliance with the Transport, access, parking and servicing planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.2 The development does not require easements for vehicular access for more than an individual development or premises. There is one easement access provided for proposed Lot 9. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. <i>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</i>	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	AO4.1 The proposal does not involve internal walking and cycling routes. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO.2 The proposal does not involve internal walking and cycling routes. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	AO4.3 The proposal does not involve internal walking and cycling routes. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.1 Bicycle parking is not required for Reconfiguring a Lot for residential dwellings.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing	AO5.2 Bicycle parking is not required for Reconfiguring a Lot for residential dwellings.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. <i>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.</i>	planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement. AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	 AO5.3 Bicycle parking is not required for Reconfiguring a Lot for residential dwellings. AO5.4 Bicycle parking is not required for Reconfiguring a Lot for residential dwellings. AO5.5 Bicycle parking is not required for Reconfiguring a Lot for residential dwellings.	 ☐ Compliant ☒ N/A ☐ Performance Solution ☐ Compliant ☒ N/A ☐ Performance Solution ☐ Compliant ☒ N/A ☐ Performance Solution
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. <i>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.</i>	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 End of trip facilities are not required for Reconfiguring a Lot for residential dwellings.	☐ Compliant ☒ N/A ☐ Performance Solution
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site	AO7 The proposal is for Reconfiguring a Lot only and does not involve pedestrian and cycle access. The proposal retains the existing	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
unnecessary conflict between pedestrians, cyclists and motor vehicles.	access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	crossovers on Musgrave Road and Romulus Street.	
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	AO8 The proposal is for Reconfiguring a Lot only and does not involve pedestrian and cycle access.	☐ Compliant ☒ N/A ☐ Performance Solution
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	AO9.1 The proposal is not for a major development. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	AO9.2 The proposal proposes access from Musgrave road, which is identified as a lower order road in the road hierarchy overlay.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO9.3 The proposed access will provide adequate sight lines.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO9.4	AO9.4	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	The proposal will provide access ways which are not located through a bus stop, pedestrian crossing or refuge.	☐ N/A ☐ Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 The proposal does not involve shared access arrangements. Therefore, this criterion is not applicable,	☐ Compliant ☒ N/A ☐ Performance Solution
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	AO10 If required as part of the redevelopment, reinstatement of adjacent footpaths and closure of access driveways that no longer comply with Council standards will be completed.	☒ Compliant ☐ N/A ☐ Performance Solution
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 The proposal provides sight distances to and from proposed and existing access ways that are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO11.2	AO11.2	☐ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	The proposal does not involve convex mirrors. Therefore, this criterion is not applicable.	☒ N/A ☐ Performance Solution
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. <i>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.</i>	AO12 The subject site is not identified as being in the City core and City frame area. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified	AO13 The resulting two lots will be able to provide the required parking spaces for a dwelling house.	☒ Compliant ☐ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. <i>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.</i>		
PO14 Development ensures that the number of car parking spaces and design of the car parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. <i>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.</i>	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	AO14.1 The development is for a 1 into 2 lot subdivision only and will cause a substantial change in the peak parking demand of the site.	☒ Compliant ☐ N/A ☐ Performance Solution
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14.2 The proposal is not for a mixed use development. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO15	AO15	AO15	☒ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	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.	The proposed access arrangements, parking bays and manoeuvring areas have been designed to accommodate the anticipated servicing requirements of the development in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy	☐ N/A ☐ Performance Solution
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building	AO16 The proposal is for a subdivision only and does not propose any new structures, internal roads or pathways.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. <i>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.</i>		
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. <i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i>	AO17 The proposal is for a subdivision only and does not propose any new structures, internal roads or pathways.	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 The proposal does not require servicing by service vehicles within the site. Servicing will be provided via existing Council roads.	☒ Compliant ☐ N/A ☐ Performance Solution
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	AO19.1 On site servicing is not proposed in this subdivision. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	AO19.2 On site servicing is not proposed in this subdivision. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO19.3 On site servicing is not proposed in this subdivision. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
PO20	AO20	AO20	☐ Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	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.	On site servicing is not proposed in this subdivision. Therefore, this criterion is not applicable.	☒ N/A ☐ Performance Solution
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	AO21.1 Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO21.1 The proposal does not constitute freight-dependent development requiring servicing by a B-double, multi-combination vehicle, over-dimensional vehicle or other permit-controlled vehicle. Therefore, this criterion is not applicable.	☐ Compliant ☒ N/A ☐ Performance Solution
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the	AO21.2 The proposal does not constitute freight-dependent development requiring servicing by a B-double, multi-combination vehicle, over-dimensional vehicle or other permit-	☐ Compliant ☒ N/A ☐ Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Infrastructure design planning scheme policy.	controlled vehicle. Therefore, this criterion is not applicable.	