

WILLOWTREE PLANNING

CODE RESPONSES

29 Greentree Crescent, Forest Lake QLD 4078 (Lot 25 on RP811456)

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APPLICATION REF

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RURAL RESIDENTIAL ZONE CODE

Overall Outcome	Response
1. The purpose of the rural residential zone is to provide for residential uses and activities on large lots, including lots for which the local government has not provided infrastructure and services.	The proposed lots are considered appropriate for the reasons set out in the Planning Assessment Report.
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 and Element 5.6 – Brisbane's Greenspace System.	Complies The proposed development supports the implementation of the policy direction set in the Strategic framework for the reasons set out in the Planning Assessment Report.
b. Development provides for dwelling houses on existing lots generally in the size range between 1ha and 5ha.	The proposed lots are less than 1 hectare, however are considered appropriate for the reasons set out in the Planning Assessment Report.
c. Development of a lot in the Rural residential zone is for a dwelling house, home-based business or permanent plantation which requires limited provision of infrastructure and services.	Complies The proposed lots are intended to accommodate dwelling houses.
d. Development preserves the environmental, scenic amenity and topographical features of the land by integrating an appropriate scale of residential activities amongst these features.	Complies The proposed development will preserve the environmental, scenic amenity and topographical features of the land by integrating an appropriate scale of residential activities amongst these features.

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Overall Outcome	Response
e. Development is designed to incorporate sustainable practices including climate responsiveness and water conservation.	Complies The proposed development is designed to incorporate sustainable practices including climate responsiveness and water conservation.
f. Development provides for the safe use of on-site wastewater treatment systems for effluent disposal with systems designed for varied soil type, slopes and prolonged periods of wet weather.	Not Applicable The proposed development does not involve onsite wastewater treatment.
g. Development minimises any unavoidable impacts on natural features, such as waterways, gullies, wetlands, native vegetation and bushland through location, design, operation and management requirements.	Complies The proposed development appropriately minimises impacts on natural features as detailed in the Ecological Assessment Report.
h. Development provides a high level of residential amenity.	Complies The proposed development provides a high level of residential amenity.
i. Development for a residential use only comprises a predominantly 1 or 2 storey dwelling house which is located on an appropriately sized lot.	Complies The proposed development is for a residential subdivision which is anticipated to accommodate dwelling houses on appropriately sized lots.
j. Development for a small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) is to: i. have a gross floor area of less than 250m²; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	Not Applicable The proposed development is not for a non-residential use.
k. Development for any other non-residential use is only accommodated where it has a direct relationship to the land on which it is proposed.	Not Applicable The proposed development is not for a non-residential use.

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Overall Outcome	Response
I. Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development. Note—A minimum lot size of 100ha applies to reconfiguration of a lot for lands in the Regional Landscape and Rural Production Area of the SEQ Regional Plan 2009-2031. For lands within the Rural Living Area of the SEQ Regional Plan, minimum lot sizes are specified in the Lake Manchester neighbourhood plan. Note—Reticulated sewerage is not generally available but is not required to be provided.	Complies The proposed development responds to land constraints and environmental values as detailed in the Ecological Assessment Report.

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TABLE 7.2.6.3.3.A – FOREST LAKE NEIGHBOURHOOD PLAN CODE

Performance outcomes	Acceptable outcomes	Comments
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. aligned to community expectations about the number of storeys to be built; c. proportionate to and commensurate with the utility of the site area and frontage width; d. designed so as not to cause a significant and undue adverse amenity impact to adjoining development; e. sited to enable existing and future buildings to be well separated from each other and to not prejudice the development of an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.	AO1 Development complies with the number of storeys and building height in Table 7.2.6.3.3.B. Note—Neighbourhood plans will mostly specify maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	AO1 – Not Applicable No built form is proposed.
PO2	AO2	AO2 – Not Applicable

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Development provides for infrastructure such as roads, water supply, sewerage, open space and community facilities that meets community and environmental needs.	Development provides infrastructure that is in accordance with the Forest Lake Deed Agreement.	The proposed development will provide infrastructure in accordance with planning scheme requirements and Council's current standards.
If in the Residential precinct (Forest Lake neighbourhood plan/NPP-001)		
Not Applicable The Site is not within the listed precinct.		
If in the District business centre precinct (Forest Lake neighbourhood plan/NPP-002) where in a zone in the centre zones category or the Mixed use zone		
Not Applicable The Site is not within the listed precinct.		
If in the District business centre precinct (Forest Lake neighbourhood plan/NPP-002) where in the Medium density residential zone		
Not Applicable The Site is not within the listed precinct.		

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TABLE 8.2.3.3. – BICYCLE NETWORK OVERLAY CODE

Performance outcomes	Acceptable outcomes	Comments
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	AO1 – Not Applicable The proposed development does not propose a cycle route.
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: a. the long term infrastructure for the bicycle network in the Long term infrastructure plans; b. the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the bicycle network which: i. is required to service the development or existing and future urban development in the planning scheme area; or	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 – Not Applicable The proposed development will have no impact on surrounding cycle routes.

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

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Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
Not Applicable The Site is not adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		

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TABLE 8.2.5.3.A – BUSHFIRE OVERLAY CODE

Performance outcomes	Acceptable outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development: a. minimises the bushfire hazard; b. maximises the protection of life and property from bushfire; c. addresses the bushfire hazard determined by a bushfire hazard assessment; d. where not in compliance with an approved bushfire management plan or development footprint: i. achieves a bushfire attack level that is less than or equal to BAL-29; or ii. achieves a bushfire attack level that is less than or equal to BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amount specified in Table 8.2.5.3.D; or iii. if on a site of an existing premises and not a vulnerable use, difficult to evacuate use, assembly use, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amounts specified in Table 8.2.5.3.D:	AO1.1 Development is designed and sited in compliance with: a. an approved bushfire management plan relevant to the full nature of the uses, which identifies the level of bushfire hazard and the location of hazardous vegetation affecting the development; or b. an approved development footprint identifying the development footprint plan and bushfire management footprint plan; or c. a bushfire hazard assessment and bushfire management plan prepared in accordance with the Bushfire planning scheme policy which: i. is undertaken by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation; ii. determines the relevant bushfire attack level for that part of the site in which development is proposed; iii. identifies the location of hazardous vegetation that poses a bushfire risk to the development. Note—Where a bushfire hazard assessment determines that the bushfire hazard for the part of the site in which development is proposed is 'low', no further assessment against this code is required.	AO1.1 – AO1.2 – Complies The development proposal complies with PO1/AO1.1 and AO1.2. The bushfire hazard assessment undertaken by an Suitably Qualified Person determined that the bushfire hazard is 'low' for the proposed development; therefore, no further assessment is required. For further details, refer to the Bushfire Hazard Assessment Report (Appendix 10).

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A. does not extend beyond the bounds of the existing development footprint; B. does not increase the GFA by 10% or 100m², whichever is the greater; C. does not involve a new use on the site; D. is supported by a bushfire risk assessment prepared by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation, which demonstrates that the bushfire risk is acceptable. Note—Bushfire hazard is generally assessed based on the vegetation existing on site, adjacent and nearby to the site at the time of application. However, the level of bushfire hazard posed by any areas subject to revegetation or regrowth vegetation is assessed as if that area had reached its mature state. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—Where a bushfire risk assessment is required it must be carried out in accordance with the State Planning Policy and the National Emergency Risk Assessment Guidelines prepared by the Australian Institute of Disaster Resilience.	Note—A ‘low’ bushfire attack level must not be assumed for development in the Potential impact sub-category and in any areas subject to revegetation or regrowth vegetation even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—A bushfire management plan is to be prepared having regard to any bushfire hazard assessment undertaken to prepare a neighbourhood plan. Note—Any bushfire management zone, asset protection zone or similarly defined area approved as part of a bushfire management plan used for bushfire management purposes is considered to be a bushfire management footprint plan. A building protection zone can compromise both the development footprint plan and the bushfire management footprint plan. A01.2 Development where not in compliance with an approved bushfire management plan or development footprint identifying the development footprint plan and bushfire management footprint plan: a. achieves a bushfire attack level that is less than or equal to: i. BAL-29; or ii. BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of	
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	hazardous chemicals exceeding the amount specified in Table 8.2.5.3.D. Note—Bushfire attack level (BAL) is the radiant heat flux that will be experienced during a bushfire and is a measure of heat energy impact expressed as kW/m2. BAL is measured within the area of the nominated development footprint plan and excludes the area of any bushfire management footprint plan.	
If for development other than reconfiguring a lot		
Not Applicable The proposed development involves assessable development for a ROL.		
Section B—If for assessable development other than ROL		
Not Applicable The proposed development involves assessable development for a ROL.		
Section C—If for ROL		
Not Applicable The bushfire hazard for the part of the site in which development is proposed is 'low', no further assessment against this code is required.		

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TABLE 8.2.18.3 - ROAD HIERARCHY OVERLAY CODE

Performance Outcomes	Acceptable Outcomes	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
Not Applicable The proposal involves assessable ROL.		
Section B—If for assessable development for a material change of use		
Not Applicable The proposal involves assessable ROL.		
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.	A03 No acceptable outcome is prescribed.	PO3 – Not Applicable The development provides new kerb and channelling along Greentree Crescent as part of a new minimum verge.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by	A03A No acceptable outcome is prescribed.	PO3A – Not Applicable Development is located within the PIP and/or is providing infrastructure in accordance with the LGIP.

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development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>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		
Not Applicable The Site is not in or adjacent to any of the listed overlay sub-categories.		
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 – Not Applicable The proposed access will not impact on the future function of the road hierarchy. Refer to the Traffic Engineering Report (Appendix 11).
PO6	AO6.1	AO6.1 - Complies

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Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; h. provides safe accessibility to lots by having more than one street providing access to the area; i. preserves the function of the road hierarchy and addresses all impacts to the road network.	Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	Road upgrades will be provided as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy. AO6.2 – Complies The proposed access will not impact on the future function of the road hierarchy. Refer to the Traffic Engineering Report (Appendix 11).
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 – Not Applicable The Site does not adjoin a major road.
PO8	AO8	AO8 – Not Applicable

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Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	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.	The proposal does not involve the design of an intersection.
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TABLE 8.2.20.3.A - STREETScape HIERARCHY OVERLAY CODE

Performance outcomes	Acceptable outcomes	Comments
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.	AO1 – Not Applicable The proposed development will incorporate verge treatment in accordance with planning scheme requirements.
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. AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO2.1 – Not Applicable The proposed development will retain street trees where applicable. AO2.2 – Not Applicable The proposed development will incorporate verge treatment in accordance with planning scheme requirements.
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;	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	AO3.1 – AO3.3 - Not Applicable The Site is not subject to a corner land dedication.

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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.	advice standards in the Infrastructure design planning scheme policy. AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
Not Applicable The Site is not in or adjoining the Wildlife movement solution sub-category		

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TABLE 9.4.5.3 – LANDSCAPE WORK CODE

Performance outcomes	Acceptable outcomes	Comments
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites. AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: a. vegetation damaged as a result of the development; b. vegetation requiring pruning of branches and/or roots.	AO1.1 – Not Applicable The proposed development is not subject to a landscape concept plan or development approval where trees are identified to be retained or protected. AO1.2 – Not Applicable The proposal does not involve or require tree surgery or pruning.
PO2 Development provides acoustic barriers and long fences along street frontages which: a. are enhanced by appropriate planting; b. are of high visual quality; c. are designed for longevity; d. provide maintenance access and promote pedestrian permeability in appropriate circumstances.	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: a. is designed in compliance with the standards in the Infrastructure design planning scheme policy; b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	AO2.1 – Not Applicable The proposed development does not include or require an acoustic barrier or fence.

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	AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	AO2.2 – Not Applicable The proposed development does not include a planting buffer required by a use code.
PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3 Development ensures that a landscape buffer required by a use code incorporates: a. species in accordance with the Planting species planning scheme policy; b. a minimum of 2 tier planting.	AO3 – Not Applicable The proposed development is not subject to a landscape buffer.
PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.	AO4.1 Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy. Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome. AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape. AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.	AO4.1 – Not Applicable The proposed development does not involve media and volumes for landscape work. AO4.2 – Not Applicable The proposal does not involve planting species selection. AO4.3 – Not Applicable The proposed development does not involve podium planting
PO5	AO5.1 Development incorporates a plant selection along a pathway which ensures:	AO5.1 – Not Applicable The proposed development does not involve plantation along a pathway.

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Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	a. a clear trunk height of minimum 1.8m at maturity; b. a shrub height of maximum 1m at maturity. Refer to the Crime prevention through environmental design planning scheme policy. AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	AO5.2 – Not Applicable The proposed development does not involve landscaping and mounding that will interfere with visibility along a pathway.
P06 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	AO6 – Not Applicable The proposal does not involve landscape design.
P07 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: a. screening and buffering; b. street presentation; c. shading; d. amenity.	AO7 Development provides species in accordance with the Planting species planning scheme policy.	AO7 – Not Applicable The proposed development does not involve plant species.
P08 Development provides planting densities and stock sizes which are optimised to: a. reduce maintenance and erosion; b. achieve amenity and ecological outcomes;	AO8.1 Development provides planting densities and stock sizes when planting in natural ground which achieves: a. full coverage of the mulched planting areas within 2 years;	AO8.1 – Not Applicable The proposed development does not involve planting densities and stock sizes.

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c. provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	b. 95% coverage of the extent of the elevation within 2 years where for green facades. AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.	AO8.2 – Not Applicable The proposed development does not involve artificial growing environments.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy. AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	AO9.1 - AO9.2 - Not Applicable The proposed development does not involve planting and species selection in or for a car parking area.
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	AO10 – Not Applicable The proposed development does not involve a shade structure within a car parking area.
PO11 Development involving the construction of retaining walls provides for: a. safety; b. an attractive appearance appropriate to the surrounding area; c. easy maintenance; d. longevity; e. minimal water seepage impacts.	AO11 Development of a retaining wall: a. is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; b. incorporates planting areas.	AO11 – Not Applicable The proposal does not involve retaining walls.
PO12	AO12.1	AO12.1 – Not Applicable

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Development provides for: a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use; b. drainage and stormwater management measures to reduce any adverse impacts on the landscape; c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; d. reticulated irrigation to all artificial growing environments. \ Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	Development provides drainage for artificial growing environments which is connected to the stormwater drain. AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the Landscape design planning scheme policy. AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections. AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	The proposed development does not involve artificial growing environments. AO12.2 - Complies The maximum site stormwater harvest capacity will be utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised upon future development of the Site. AO12.3 – Not Applicable The proposal does not involve areas of pavement, turf, landscaping or mulched garden beds. AO12.4 – Not Applicable The proposal does not involve a reticulated irrigation system.
PO13 Development provides landscaping and supporting growing environments which: a. are safe; b. ensure efficient and effective maintenance; c. ensures success and long-term performance. Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight. AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area. AO13.3 Development provides one hose cock within each private landscape and recreation area.	AO13.1 – Complies All turfed area will have access to sunlight and accessible externally for maintenance. AO13.5 – AO13.7 - Not Applicable The proposed development does not involve an artificial growing environment. AO13.8 – Complies Each newly created lot will have access to an adequate water supply.

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	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	AO13.4 – Not Applicable The Site is not mapped within an overland flow path. AO13.5 – AO13.7 - Not Applicable The proposal does not involve artificial growing environments. AO13.8 – Not Applicable The proposal does not involve an irrigation system.
	AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	
	AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	
	AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.	
	AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.	
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	AO14 – Not Applicable The proposed development does not involve plant species.
PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function. Note—Guidance is provided in the Landscape design planning scheme policy.	AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development. AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.	AO15.1 – AO15.2 - Not Applicable The proposed development does not involve artificial growing environments.

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PO16 Development incorporating a rooftop garden provides landscaping that: a. is integrated into the rooftop garden design; b. ensures that landscaped open spaces dominate the built form elements; c. contributes to shade of communal open space; d. enhances the visual amenity and function of different rooftop garden spaces; e. contributes to greening the building appearance when viewed from external public vantage points. Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.	AO16.1 Development incorporating a rooftop garden provides landscaping that includes: a. planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; b. a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; c. suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years. AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: a. a minimum 75% open to the sky; b. provided in addition to any artificial soft landscape features.	AO16.1 –AO16.2 - Not Applicable The proposed development does not involve a rooftop garden.
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TABLE 9.4.10.3.A. – SUBDIVISION CODE

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	PO1 – Performance Outcome The proposed development lot dimensions do not meet compliance with Table 9.4.10.3.B part 4 for the Rural residential zone. In accordance with the Table 9.4.10.3.B the acceptable outcome for minimum lot size is 10,000m² and the average lot width is 40m. The average proposed lot size is 389.9m² (excluding Lot 11 which is >900m²), with lots ranging from 331m² to 493m² along with a larger “lifestyle lot”, Lot 11, being 6,026m² to retain existing vegetation. The proposed development has been considered in relation to relevant matters as outlined in Part F of the Planning Assessment Report and the proposed lot sizes are considered to be complementary to the lot sizes in the locality in the Low density residential zone and the Emerging community zone.

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	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	AO1.2 – Not Applicable The proposal does not require approval for a building envelope plan or development footprint plan.
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this	AO1.3 – Not Applicable The Site does not contain any existing built form.

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	situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: ▪ physical inspection is undertaken at the framing stage of construction; ▪ written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; ▪ other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.	PO2 - Complies The proposed development will result in useable lots that minimize filling & excavation where reasonable and relevant. RDC Engineering have prepared concept civil plans for the proposed development (Appendix 6). Detailed plans are to be provided at operational works.

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d. minimise adverse impacts to the utility of existing or proposed transport network elements.	Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis. AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone. AO2.4 Development does not involve the creation of canals or artificial waterways.	AO2.2 – Complies Minor cut and fill has been designed to ensure grading of the development towards Greentree Crescent whilst providing level pads for the construction of the proposed allotments. For further details, refer to the Engineering Services Report (Appendix 5). AO2.3 – Complies The proposed lots comply with the minimum rectangle dimension. AO2.4 – Not Applicable The proposed development does not result in creation of canals or artificial waterways.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:	AO3.1-AO3.5 – Complies The proposed development has been designed in accordance with the relevant infrastructure design

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development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	standards. Refer to the technical supporting documents for further details.
	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. Complies 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	

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	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. Complies with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan;	AO4.1-AO4.3 – Complies The proposed development has been designed in accordance with the relevant infrastructure design standards. Refer to the technical supporting documents for further details.

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	f. codes and planning scheme policies that apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. AO4.3 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.	
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the	AO5 – Not Applicable The proposed development ensures the land can be utilised as intended without being affected by any of the listed hazards or impacts.

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	development or changed circumstances or those associated with: - contaminated land; - transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
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.		
Not Applicable The proposed development does not involve any of the listed circumstances.		
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	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;	AO9 – Complies Refer to the Traffic Engineering Report (Appendix 11) demonstrating compliance with the Infrastructure Design PSP and TAPS PSP standard acceptable and performance outcomes.

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and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy. Note—This outcome can be demonstrated through an application that: • is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the	
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	requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points.	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.	AO10.1 – AO10.2 – Complies Refer to the Traffic Engineering Report (Appendix 11) demonstrating compliance with the Infrastructure Design PSP and TAPS PSP standard acceptable and performance outcomes.

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Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	AO10.2 Development provides pathway links outside the road corridor that: - comply with the Infrastructure design planning scheme policy; - incorporate key elements of crime prevention through environmental design, including: - having a maximum length of 40m; - providing a direct line of sight between ends of the link; - connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: - safe and efficient movement of users, including vehicles, cyclists and pedestrians; - vehicle parking; - access to properties, including accommodation of the largest design service vehicle; - construction and maintenance of public utilities; - landscaping, street trees and shading; - safety and visibility;	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	AO11 – Complies The proposed road has been designed in accordance with the relevant standards. Refer to the Traffic Engineering Report (Appendix 11) and the Civil Engineering Report (Appendix 6).

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g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.		
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, 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.	AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	AO12.1-AO12.3 – Complies Refer to the technical supporting documents demonstrating compliance.
	AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.	
	AO12.3 Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	
PO13	AO13	AO12.1-AO12.3 – Complies

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Development provides connected road, pedestrian and bicycle networks.	Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.	Refer to the technical supporting documents demonstrating compliance.
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PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	AO14 – Complies Refer to the Traffic Engineering Report (Appendix 11) demonstrating compliance with the Infrastructure Design PSP and TAPS PSP standard acceptable and performance outcomes.
PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management.	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	AO15 – Not Applicable The proposal does not involve an intersection.
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure, including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO16 – Not Applicable The proposal does not involve bus infrastructure or intersections.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route	AO17 – Not Applicable The proposed development does not require access by more than 1,000 vehicles per day.

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	may be heavily trafficked and the effectiveness of emergency response is reduced.	
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of	AO18.1 Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy. Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale,	AO18.1 – Not Applicable The proposed development does warrant a structure plan in this instance as the subject site is a standalone development within the ability to provide road connections to adjoining properties. The site proposes one entry/exit point to Greentree Crescent. AO18.2 - Complies Complies with AO18.2 The proposed development complies with the block requirements. The proposed future intent of the subdivision is for detached dwelling houses which does not generate significant pedestrian movement.

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dwelling consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. 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.	arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient. AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	
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PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	PO19 – Complies Proposed Lot 11 will contain environmental protection zones in which approximately 55% of the Site's mapped vegetation will be retained under covenant or the like and rehabilitated in accordance with a concept rehabilitation to be submitted once there is certainty with the layout. For further details, refer to the Ecological Assessment Report (Appendix 9).
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 – Complies The proposed development will provide streetscape upgrades including new footpaths along Greentree Crescent that will link to the surrounding and emerging developments in the area including to improve access to bus stops on Roxwell Street which also provides a link to the railway network.
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	AO21.1 Development provides lots that are generally designed and positioned to locate: a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor. 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	AO21.1 – Complies The proposed layout positions small lots and larger lots appropriately. AO21.2 – Complies The proposed configuration has adopted a mixture of lot sizes and shapes with no more than four of the same lot types in a row fronting the internal common property driveway, providing a mix of lot sizes which can facilitate a range of future housing types, styles and densities.

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	plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i> .	AO22.1 Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.	PO22 – Complies The Site is located within the Rural residential zone and within the Parkland lots precinct of the Forest Lake neighbourhood plan. Whilst the lot sizes proposed do not achieve lot sizes that comply with the zoning, the proposed lots are generally consistent with recent developments within the transition precinct of Forest Lake, the lot size and density is supportable on the basis of relevant matters as outlined in Part F of the Planning Assessment Report. The lot sizes proposed are consistent with lot sizes in the locality for land in the Low density residential zone and Emerging community zone. The overall layout and streetscape variation provided for the development is considered to achieve this performance outcome, as there are a range of lot sizes and types mixed in one location and located on the street frontage which is consistent with surrounding and emerging lot character of land in nearby Low density, Emerging community and Rural residential zoned land as well as providing lots in proximity to existing bus stops on Roxwell Street to access services and facilities nearby.
	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;	

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	b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes;	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;	AO23 – Not Applicable The proposed subdivision is for residential purposes.

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d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO24.1 Development where providing lots for multiple dwellings: - facilitates direct pedestrian and vehicle access to ground-floor dwellings; - locates lots: - on corner sites; or - at the ends of street blocks; or - where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: - is located mid-block or adjacent to a park where there is dual frontage; - is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; - if serviced by a rear lane, the lane is no longer than 60m in length. AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	AO24.1 – Not Applicable The proposed development does not include multiple dwellings. AO24.2 - Complies The proposed development incorporates smaller lots mid block. Due to the design of the estate and the surrounding open space the small lots are suitably located. AO24.3 – Complies The proposed development provides for larger lots on the new road entrance.

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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. AO25.2 Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	AO25.1 – Complies The lot configuration adopts a mix of ‘small lots’ each having a lot width greater than 9m x 15m in accordance with Table 9.4.10.3.B Part 2 for the Subdivision code. The proposed configuration has adopted a mixture of lot sizes and shapes with no more than four of the same lot types in a row fronting the internal common property driveway, providing a mix of lot sizes which can facilitate a range of future housing types, styles and densities. AO25.2 – Complies All proposed lots are rectangular shape and are orientated in accordance with Figure a.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	AO26 – Not Applicable The proposed development does not incorporate land for park. The subject site is a small estate and is surrounded by local recreation parks.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: intended character of a locality;	AO27.1 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: 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;	PO27 - Complies The site is located within the Rural residential zone and within the Parkland lots precinct of the Forest Lake neighbourhood plan. Whilst the lot sizes proposed depart somewhat from the zoning and precinct intent, the lot size and density is supportable on the basis of relevant matters as outlined in Part F of the Planning Assessment Report

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quality of the public realm and the provision of street trees; availability of on-street car parking; natural, character or heritage features of the lot. Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	As such, the development has been considered against the lot size requirements relating to the Emerging community zone. Based on Emerging community zone lot size requirements, the development proposes lots which have a minimum dimension of 6m x 15m and an average of lot sizes above 350m². Smaller lots have also demonstrated they will be able to accommodate a Dwelling house in accordance with the Dwelling house (small lot) code. As such the development is considered to achieve the outcomes of PO27, with lot sizes and frontage widths that can accommodate future dwelling houses, on-street parking, and a footpath along the new road with street trees.
	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. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	
	AO27.3	

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	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.	
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.	
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
Not Applicable The Site is not within the Industry zone or Extractive Industry zone.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone		

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Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.

Not Applicable

The Site is not within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone.

Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan

Not Applicable

The Site is not within any of the listed zones.

Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots

Not Applicable

The proposal is for the recreation of freehold lots.

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TABLE 9.4.11.3 TRANSPORT, ACCESS, PARKING AND SERVICING CODE

Performance outcomes	Acceptable outcomes	Comments
PO1 Development is designed: - to include a technically competent and accurate response to the transport and traffic elements of the development; - in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; - to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: - is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; - ensures that any computer modelling input and output data are accurate, reasonable and	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	PO1 – Complies The proposed development has been delivered in accordance with the relevant standards of the Transport, access, parking and servicing planning scheme policy. The proposed common property roadway largely complies with Council Transport, access, parking and servicing code requirements, with the exception of the overall reserve width. While the Planning Scheme specifies a minimum reserve width of 10.0m, the proposed development provides a 9.5m reserve width, resulting in a shortfall of 0.5m. In accordance with PO1 of the Transport, access, parking and servicing code the reduced reserve width is not expected to impact the functionality of the roadway, as the proposed design is capable of accommodating a 6.5m carriageway, a 1.5m verge, and a 1.5m footpath, consistent with the minimum common property road requirements outlined in Table 9.4.10.3.C of the Subdivision code. Also, noting the layout of the internal road network, it is not feasible for various lots to achieve kerbside refuse collection where bins are presented in front of each lot. On this basis, it is proposed that two (2) shared bin presentation areas are accommodated for Lot 7 and 8, and Lots 5 and 6 as illustrated in full at Appendix B of the Traffic Engineering Report (Attachment 11).

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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.	PO2 – Not Applicable The proposal is not of a major size.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. 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.	AO3.1 – Complies Refer to the Traffic Engineering Report (Attachment 11). AO3.2 – Not Applicable The proposal does not involve any easements.
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;	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. AO4.2	AO4.1 – Complies A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are no dedicated bicycle lanes provided along the frontage of the site. AO4.2 – Complies

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c. ensure pedestrian and cyclist safety; d. provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	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. 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.	Pedestrian pathways are provided in accordance with the relevant standards. Refer to the Traffic Engineering Report (Attachment 11). AO4.3 – Complies Walking and cycle routes are designed for easy wayfinding.
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; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities. AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street. AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement. AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the	AO5.1 – Complies Bicycle spaces are designed in accordance with the relevant standards. AO5.2 – Not Applicable The proposal does not provide end-of-trip facilities. AO5.3 – Complies Visitor bicycle parking will be distinguishably signposted. AO5.4 – Complies Bicycle parking is to be accommodated internally within each unit to avoid obstruction to pedestrian movement areas. AO5.5 – Complies Refer to the Traffic Engineering Report (Attachment 11).

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	Transport, access, parking and servicing planning scheme policy.	
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 – Not Applicable The proposal does not involve shower cubicles and lockers.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	AO7 – Complies Refer to the Traffic Engineering Report (Attachment 11).
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 – Not Applicable Not applicable to a subdivision.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: - minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; - 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). AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access	AO9.1 – Complies The subdivision can achieve appropriate access driveways for each of the proposed lots. AO9.2 – Complies The subdivision can achieve appropriate access driveways for each of the proposed lots.

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	driveway in the road area to the lowest order road to which the site has frontage.	AO9.3 – Complies Sight lines for each lot's crossover can meet the requirements of the TAPS Policy. AO9.4 – Complies The subdivision can achieve appropriate access driveways for each of the proposed lots, noting there are no bus stops, taxi ranks or pedestrian crossings / refuges along the site frontage. AO9.5 – Complies The proposal seeks one (1) access point for the proposed development as a shared arrangement.
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	AO9.4 Development provides access driveways in the road area which: a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	
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 – Complies To be conditioned.
PO11	AO11.1	AO11.1 – Complies Sight lines for each lot's crossover can meet the requirements of the TAPS Policy.

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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.	Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. AO11.2 Development ensures that convex mirrors are only used in a site: - as a secondary support at access driveways; - in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11.2 – Not Applicable The proposal does not involve convex mirrors.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	AO12 – Not Applicable Not applicable subdivisions.
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: - provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or - for accepted development subject to compliance with identified requirements, does not result in	AO13 - Not Applicable Not applicable subdivisions.

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	on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time. AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14.1 - Not Applicable Not applicable subdivisions. AO14.2 - Not Applicable Not applicable subdivisions.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area;	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO15 - Not Applicable Not applicable subdivisions.

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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.		
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 design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	AO16 - Not Applicable Not applicable subdivisions.
PO17	AO17	AO17 - Not Applicable Not applicable subdivisions.

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Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: - denying access to potential canvases through access control techniques; - reducing potential canvases through canvas reduction techniques; - ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	
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 – Complies The proposed development can accommodate service vehicles, as intended for the proposed uses in accordance with the requirements of the Transport, Access, Parking and Servicing Planning Scheme policy. Refer to the Traffic Engineering Report (Appendix 6).
PO19 Development layout provides for services which: - 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; - are clearly defined, safe and easily accessible; - are designed to contain potential adverse impacts of servicing within the site; - do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: - 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; - is located away from street frontages and screened from adjoining premises. AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design	AO19.1 – AO19.3 - Complies Refer to the Traffic Engineering Report as Appendix 6.

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	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy .	
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