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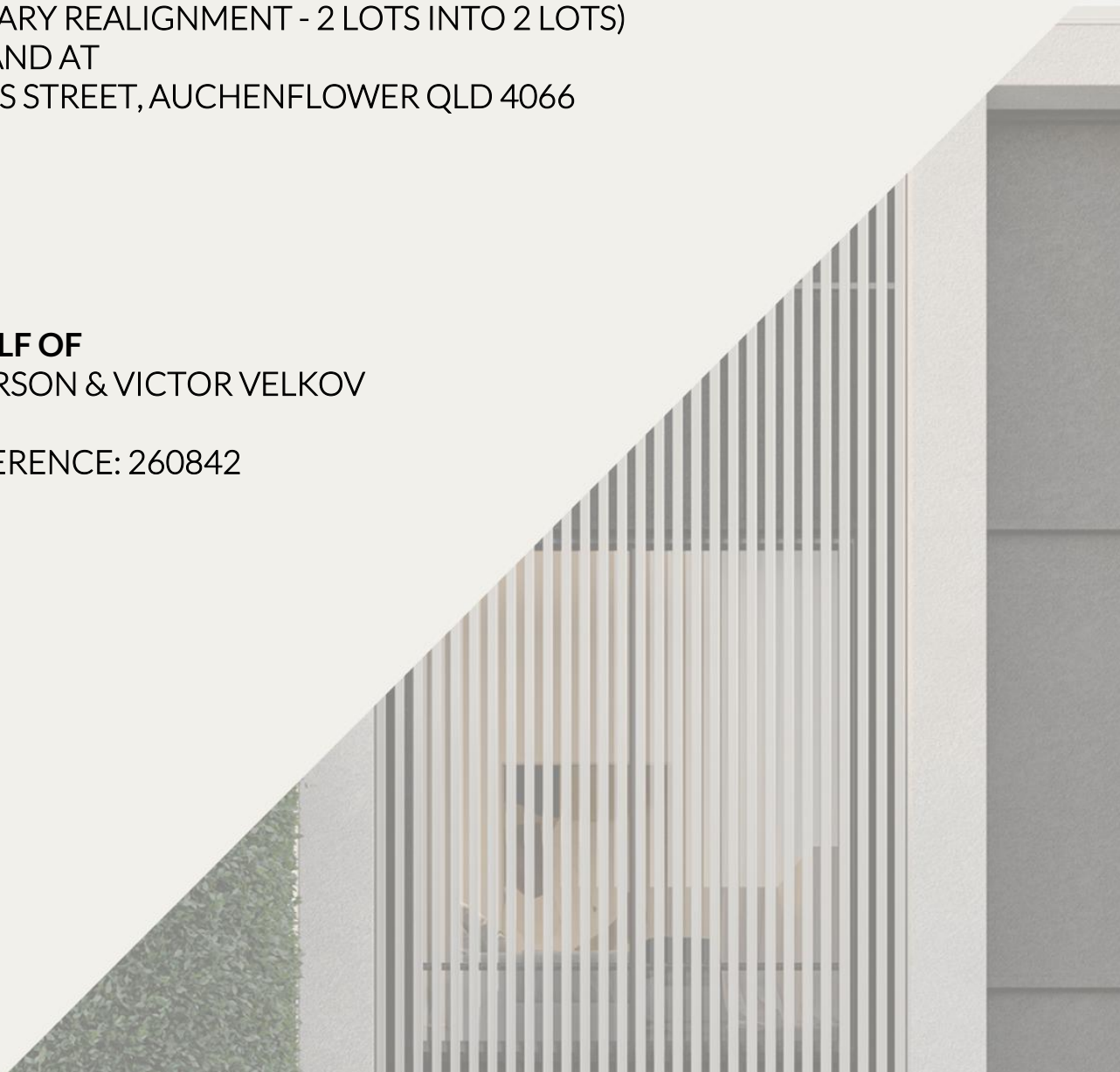
TOWN PLANNING REPORT
IMPACT ASSESSABLE
DEVELOPMENT APPLICATION

DEVELOPMENT PERMIT
FOR RECONFIGURATION OF A LOT
(BOUNDARY REALIGNMENT - 2 LOTS INTO 2 LOTS)
UPON LAND AT
74 AGNES STREET, AUCHENFLOWER QLD 4066

ON BEHALF OF
GAIL PEARSON & VICTOR VELKOV

OUR REFERENCE: 260842



PROJECT DETAILS

Applicant:	Gail Pearson & Victor Velkov
Project Address:	74 Agnes Street, Auchenflower QLD 4066
TPA Project Number:	260842
TPA Project Contact:	Jessica Robson Isabella Halligan

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1	2	Brisbane City Council
1	2	Gail Pearson & Victor Velkov

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1 EXECUTIVE SUMMARY

This report is submitted on behalf of *Gail Pearson & Victor Velkov*, in support of a Development Permit for Reconfiguring a Lot (Boundary Realignment – 2 into 2 lots) upon land at 74 Agnes Street, Auchenflower QLD 4066 (Lots 42-43 on SP245091). The report addresses all relevant town planning requirements associated with the current proposal with regards to the provisions of the *Brisbane City Plan 2014* and the application will be assessed in accordance with the *Planning Act 2016*.

Under the *Brisbane City Plan 2014*, the subject site is identified within Character residential (infill housing precinct) zone, and the Hillside character precinct of the Ithaca district neighbourhood plan. The site is also within the Traditional building character overlay. Within the Infill housing precinct of the Character residential zone, development is intended to retain dwellings built in 1946 or earlier with new development to include Dwelling houses, Dual occupancy and Multiple dwellings with the maximum dwelling yield to be one dwelling per 300m^2 of site area. The proposed Boundary Realignment aligns with the intended outcomes by retaining the existing pre-1947 house and providing lots of appropriate size and dimensions to accommodate Dwelling houses consistent with the Zone.

Under the current arrangements, the site comprises two existing rectangular-shaped lots reflecting 492m^2 and 407m^{2,} with the internal boundary running in a north-south direction. The proposal seeks a boundary realignment to realign the internal boundary to run east-west, enabling the existing pre-1947 Dwelling house to be retained wholly within one lot. Lot 1 will be a small lot (440m^2), containing the existing pre-1947 dwelling, with frontage to Agnes Street and Hume Street. Lot 2 will be a small lot (449m^2), with frontage to Hume Street and Owen Lane, and will be vacant for future residential development. To give effect to the proposal, partial demolition works to the existing dwelling are required to ensure the dwelling is contained entirely within the new lot boundaries. These works are provided for as Prescribed Accepted Development, with no development permit for Building Work is required.

In the Character residential zone, a Reconfiguration of a Lot involving lots less than 450m^2 is Impact Assessable. While the application is Impact Assessable, the resultant lot sizes are fully compliant with the Acceptable Outcome for lot size under the Subdivision Code with a lot size of 300m^2 prescribed for the Character Residential (Infill Housing) Zone.

Overall, the proposal identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

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2 PROJECT OVERVIEW

<table>
<tr><td>Applicant Name</td><td colspan="3">Gail Pearson & Victor Velkov</td></tr>
<tr><td>Site Address</td><td colspan="3">74 Agnes Street, Auchenflower QLD 4066</td></tr>
<tr><td>Real Property Description</td><td colspan="3">Lots 42-43 on SP245091</td></tr>
<tr><td>Area of Site</td><td colspan="3">899m^2</td></tr>
<tr><td>Development Scheme</td><td colspan="3">Brisbane City Plan 2014 v37</td></tr>
<tr><td>Zone</td><td colspan="3">CR2 Character (Infill housing)</td></tr>
<tr><td>Proposed Development</td><td colspan="3">Reconfiguration of a Lot (Boundary Realignment - 2 into 2)</td></tr>
<tr><td rowspan="5">Application Type</td><td rowspan="2">Aspects of Development</td><td colspan="2">Type of Approval Required</td></tr>
<tr><td>Preliminary Approval</td><td>Development Permit</td></tr>
<tr><td>Material Change of Use</td><td></td><td></td></tr>
<tr><td>Reconfiguration of a Lot</td><td></td><td>✓</td></tr>
<tr><td>Building Work</td><td></td><td></td></tr>
<tr><td>Operational Work</td><td></td><td></td></tr>
<tr><td>Level of Assessment</td><td colspan="3">Impact</td></tr>
<tr><td>Pre-lodgement / Consultation History</td><td colspan="3">N/A</td></tr>
<tr><td>Public Notification</td><td colspan="3">Yes – 15 Business days</td></tr>
<tr><td rowspan="2">Referral Agencies</td><td>Referral Agency</td><td colspan="2">Trigger</td></tr>
<tr><td>Not applicable</td><td colspan="2">Not applicable</td></tr>
<tr><td>Specialist Reports</td><td colspan="3">▪ Demolition Plan prepared by Cunningham Designs
▪ Subdivision Proposal Plan prepared by Lawson Surveys
▪ Concept Engineering Services Plan prepared by WC Designs
▪ Civil Code Assessment prepared by WC Designs</td></tr>
<tr><td>Applicant Contact</td><td colspan="3">Jessica Robson / Isabella Halligan</td></tr>
<tr><td>Applicant Email</td><td colspan="3">eda@tpalliance.com.au</td></tr>
</table>

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3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	74 Agnes Street, Auchenflower QLD 4066
Real property description	Lots 42-43 on SP245091
Area of site	899m^2
Zone	CR2 Character (Infill housing)

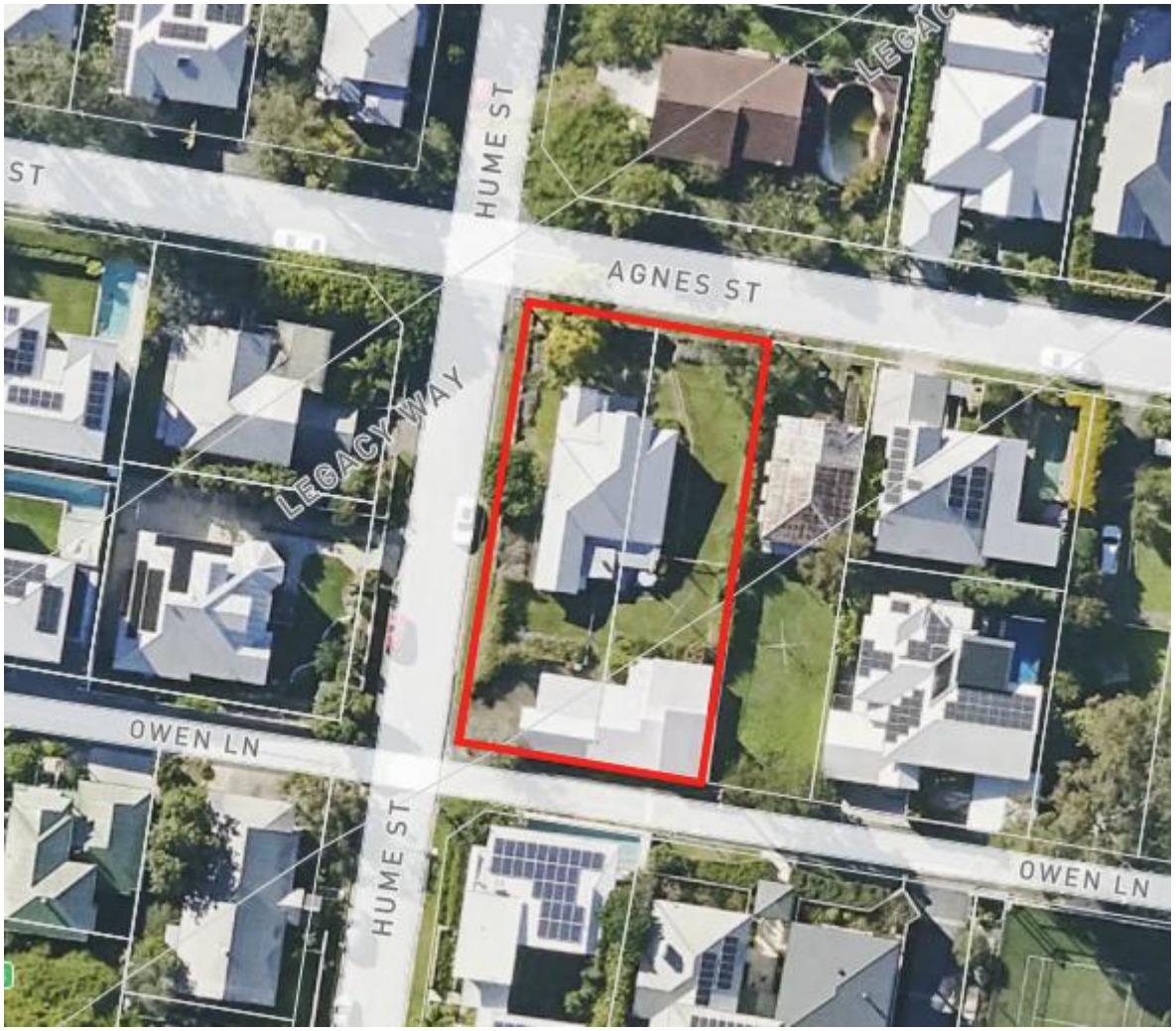

Figure 1: Subject Site Aerial (Source: Landchecker)

3.2 Location

The subject site is located on land at 74 Agnes Street, Auchenflower QLD 4066, legally described Lots 42-43 on SP245091.

Under the City Plan, the subject site is identified as being contained within the CR2 Character (Infill housing) zone, and the Hillside character precinct NPP-008 of the Ithaca district neighbourhood plan. As illustrated below, the surrounding locality is comprised of CR2 Character (Infill housing) zone designations.

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Figure 2: Subject Site and Surrounding Zones (Source: Landchecker)

3.3 Site Characteristics

The subject site currently comprises two rectangular allotments, currently occupied by a pre-1947 dwelling house in the northern portion of the site, straddling both lots, and an outbuilding along the rear boundary. The site is afforded a frontage of approximately 22.1m to Agnes Street to the north, 40.7m to Hume Street to the west, and 22.4m to Owen Lane to the south.

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Figure 3: Subject site frontage – Agnes Street (Source: Google Maps)

Access is currently provided via a single crossover to Hume Street, which is classified as a Neighbourhood Street (minor road) under the Road hierarchy overlay. It is noted that the M5 Legacy Way underground toll road travels beneath the site.

3.3.1 Existing Dwelling & Outbuilding

The existing dwelling on the site comprises predominantly pre-1947 construction, with some post-1946 additions/extensions at the rear. The outbuilding to the rear of the dwelling appears to comprise a small pre-1947 construction (south-western portion of building), with the remaining extensions undertaken post-1946.

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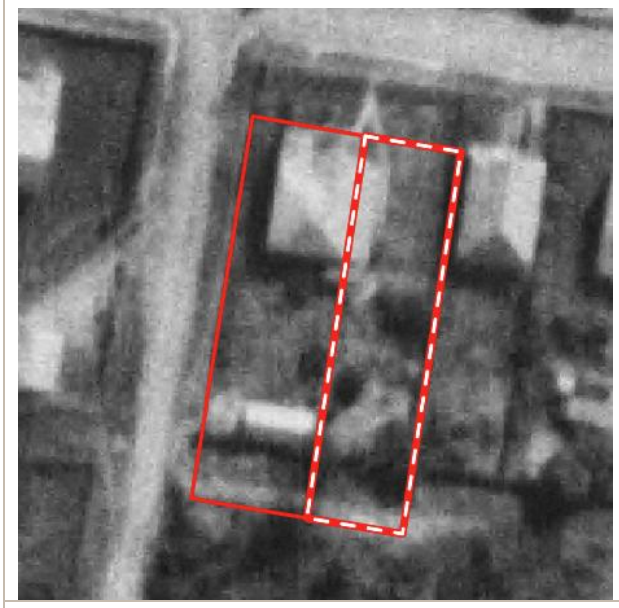	
Brisbane City Council – 1946 Aerial Mapping	**Brisbane City Council – 2021 Aerial Mapping**

3.3.2 Topography
The subject site generally slopes downwards in a south to north direction, and is identified to be at 37m in the south-east, decreasing to approximately 28m AHD in the north-western corner of the site.

3.3.3 Vegetation
The subject site does not contain any significant landscape vegetation.

3.3.4 Infrastructure
The subject site is located within a well-established area and therefore has adequate access to all necessary services, including Council's reticulated water supply, electricity, sewer, telecommunications, and transport.

3.3.5 Flooding
Council's Interactive Mapping and Floodwise Property Report identifies that the subject site is not susceptible to flooding from any source.

3.4 Site History

There are no previous development applications associated with the subject site.

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4 PROPOSAL

On behalf of *Gail Pearson & Victor Velkov*, this report is seeking approval of a Development permit for a proposed Reconfiguration of a Lot (Boundary Realignment - 2 into 2) upon land at 74 Agnes Street, Auchenflower QLD 4066 (Lots 42-43 on SP245091).

Under the Brisbane City Plan 2014, the subject site is identified within Character residential (infill housing precinct) zone, and the Hillside character precinct of the Ithaca district neighbourhood plan. The site is also within the Traditional building character overlay. Within the Infill housing precinct of the Character residential zone, development is intended to retain dwellings built in 1946 or earlier with new development to include Dwelling houses, Dual occupancy and Multiple dwellings with the maximum dwelling yield to be one dwelling per 300m^2 of site area.

The proposed development involves partial demolition of post-1946 extensions to the existing dwelling which are Prescribed Accepted Development, to enable the proposed boundary realignment. The development will result in the creation of two small lots, one of which will contain the existing pre-1947 dwelling, and the other which will be vacant, intended for future residential development in accordance with the planning scheme.

4.1 Prescribed Accepted Development: Partial Demolition of Existing Dwelling

Partial demolition of the post-1946 extensions along the southern side of the dwelling are required to enable the proposed Reconfiguration of a Lot as outlined in Section 4.2 below, so that the existing dwelling is contained entirely within the proposed lot boundaries. The dwelling will achieve a separation of 0.911m between the dwelling wall and proposed new boundary.

The partial demolition works are illustrated in Figures 4 and 5 below.

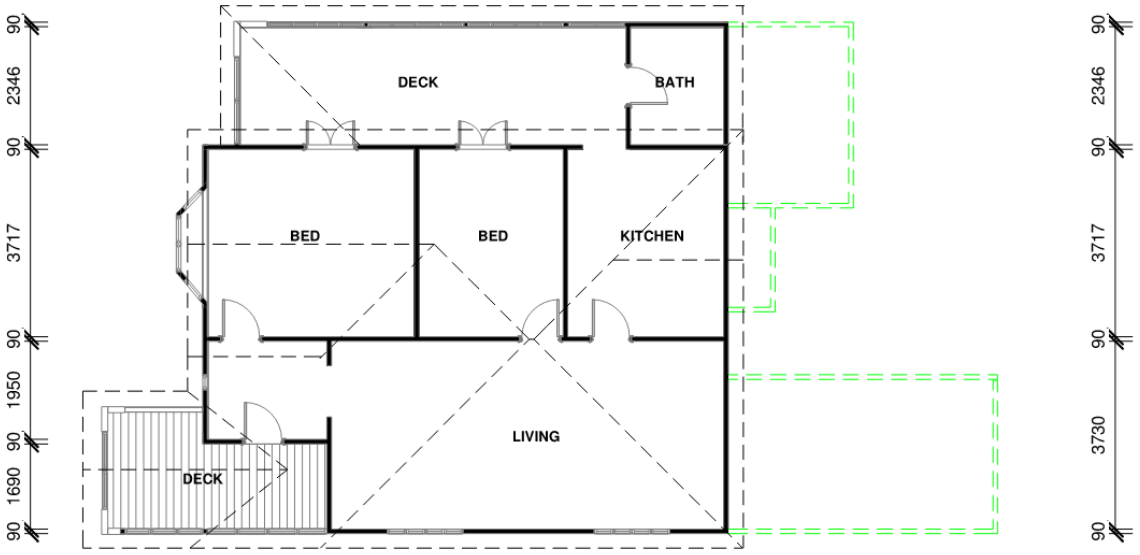

Figure 4. Proposed Partial Demolition of Dwelling (Green – post-1946 additions/extensions)

The outbuilding to the rear of the dwelling appears to comprise a small pre-1947 construction (south-western portion of building), with the remaining extensions undertaken post-1946. The demolition of a freestanding outbuilding construction in 1946 or before, where at the rear of the building and the demolition of a post-1946 freestanding outbuilding are Prescribed Accepted Development.

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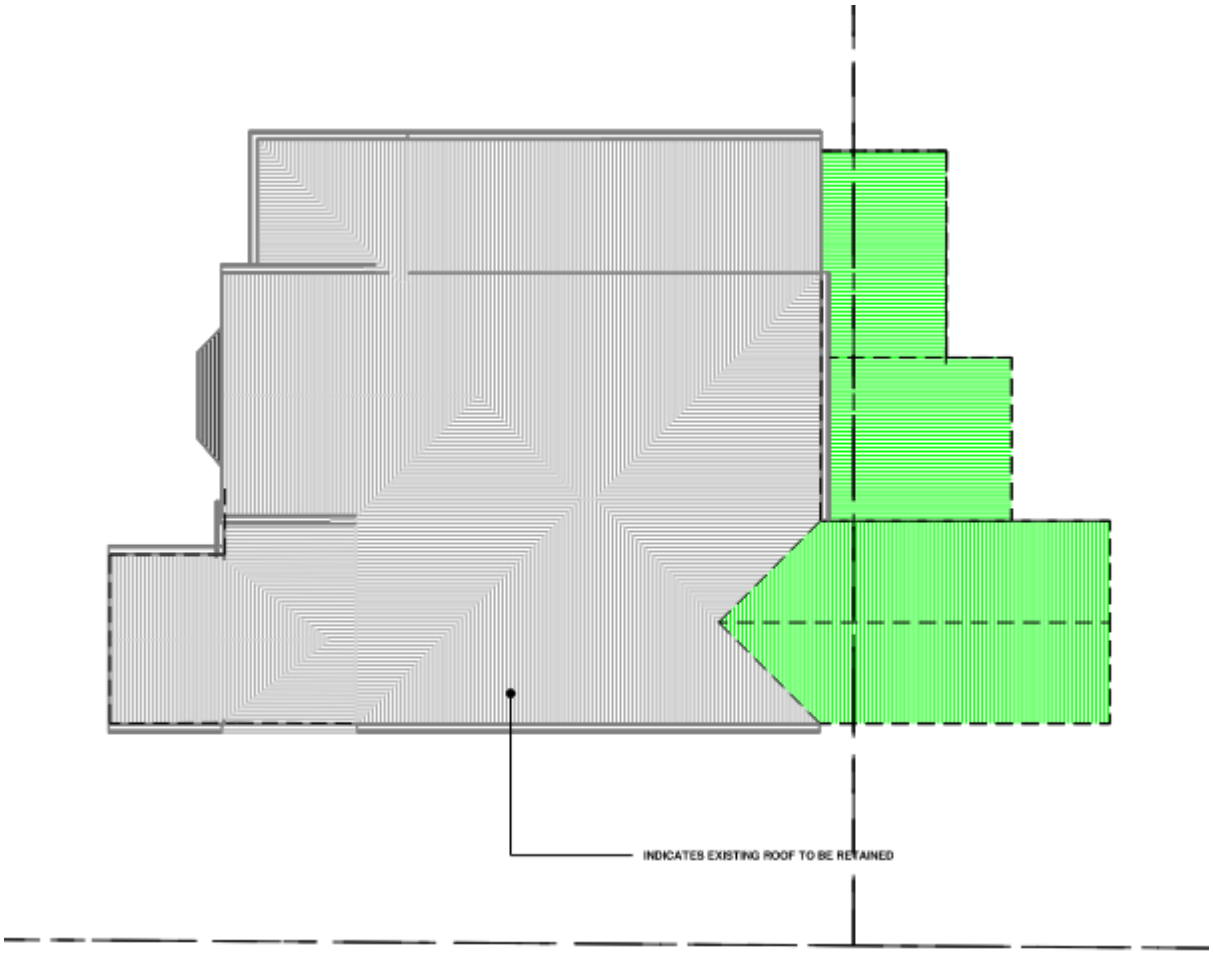

Figure 5. Proposed Partial Demolition of Dwelling – Roof Plan

Pursuant of Part 5, Section 5.3.4.1 of the Brisbane City Plan 2014, demolition of post-1946 additions/extensions in the Traditional building character overlay (where not in the Local or State heritage sub-categories of the Heritage overlay) are considered exempt development and therefore can be carried out 'as of right'. Therefore, no development permit for Building Works is required.

4.2 Reconfiguration of a Lot

The proposed development seeks to undertake a boundary adjustment between the two existing rectangular-shaped land parcels, to create two almost-square shaped allotments, as shown on the proposed subdivision plan, illustrated in Figure 6 below.

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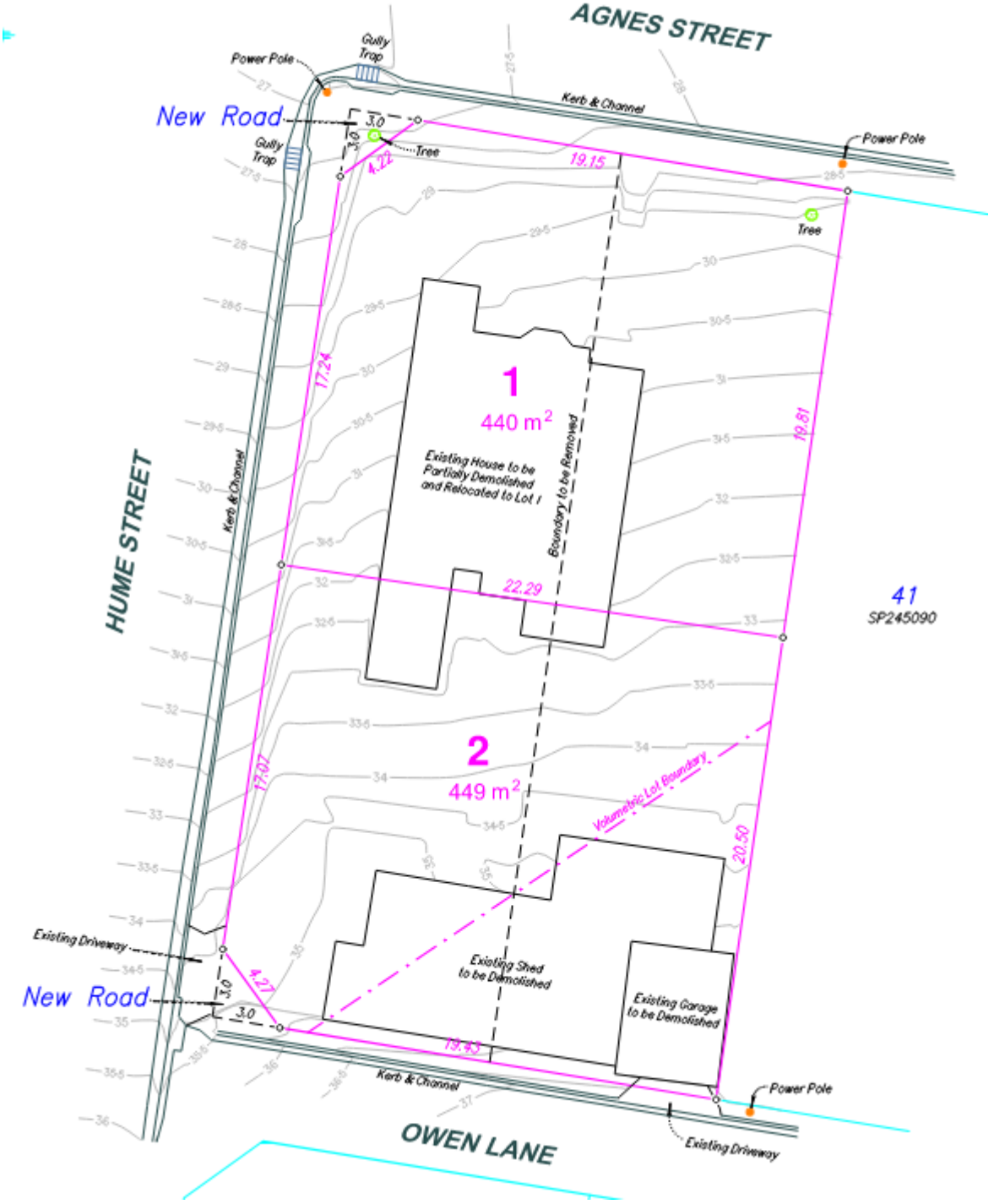

Figure 6. Proposed Subdivision Plan

The configuration has been designed to enable the existing pre-1947 dwelling to be retained on Lot 1, creating vacant Lot 2 intended to accommodate future residential development. Each lot will be able to contain existing or future residential development in line with the intended outcome of the zone.

The proposed subdivision supports the intent of the Infill precinct of the Character Residential Zone, through the creation of one small lot to retain the existing character dwelling and one vacant small lot for a new dwelling, facilitating a mix of old and new development that is sensitively integrated with pre-1947 development and providing house diversity and choice.

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The proposed layout has taken into account key site particulars such as vehicle access, civil connections, natural topography, stormwater management and hydraulics. Details of the proposed allotments are provided below.

Lot No.	Lot Size	Lot Type	Frontage	Development
1	440m^2	Small Lot	19.15m (Agnes St - N) 17.24m (Hume St – W)	Existing Dwelling
2	449m^2	Small Lot	17.07m (Hume St - W) 19.43m (Owen Lane – S)	Vacant

It is noted that two corner truncations are proposed, one adjoining Lot 1 at the Agnes Street & Hume Street intersection, and the other adjoining Lot 1 at the Hume Street and Owen Lane intersections, to be vested in Council as new road, with a total area of 9m^2.

4.3 Ithaca District Neighbourhood Plan (Hillside Character Precinct – NPP-008)

The subject site is identified within the Ithaca district neighbourhood plan, specifically within the Hillside character precinct. The overall outcomes of the Hillside character precinct (NPP-008) are as follows;

a) Hillside character is maintained, retained and enhanced through sympathetic development that minimises visual impact within its visual catchment;
b) Development along major ridgelines in the precinct contributes to a consistent rhythm and sense of scale along the ridgeline when viewed from the surrounding visual catchment;
c) Residential development in particular, provides and/or incorporates:
  i. the appearance of traditional character houses uniformly spaced and stepped across well-treed hillsides;
  ii. compatible building height, bulk and proportions;
  iii. construction methods, such as posts or piers, that minimise the amount of alteration to site topography.

The proposal seeks to retain the existing pre-1947 dwelling on-site, albeit with minor demolition works to the post-1946 additions/extensions (prescribed accepted development), to facilitate a boundary realignment that enables future residential development on the second allotment. No further residential development is proposed as part of this application.

The overall outcomes will be achieved through the retention of the existing traditional pre-1947 dwelling. The proposed new boundaries are appropriately aligned, enabling future development on Lot 2 (or redevelopment on Lot 1) that is sympathetic to the surrounding hillside environment, topography and visual catchment, and compatible with the building height, bulk, proportions and other features of residential development present in the area.

4.4 Subdivision Code

A detailed assessment of the proposal against the Subdivision code is provided in Appendix 1, which demonstrates that the proposal generally complies with the relevant outcomes, providing suitably sized and configured allotments capable of containing existing development and future development in accordance with the residential outcomes sought for the locality.

AO1 requires Small lots in the Infill housing precinct of the Character residential zone (where adjoining the side boundary of a lot 400m^2 or more with an existing dwelling) to achieve a minimum lot size of 300m^2, a minimum rectangle dimension of 6m x 15m, and an average lot width and minimum frontage width of 7.5m. Both proposed lots generously exceed these requirements, achieving a minimum lot size of with Lot 1 being

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440m^2 (Lot 1) and 449m^2 (Lot 2), a minimum rectangle dimension of 17x19m (Lot 1) and 18x20m (Lot 2), and an average lot width and frontage of approximately 18m for both lots.

4.4.1 AO1.3 – Setbacks

AO1.3 of the Subdivision Code requires that 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.*

The Boundary Realignment seeks to retain the existing pre-1947 Dwelling house on Lot 1. As previously discussed, partial demolition works (Prescribed Accepted Development) are proposed to enable the existing Dwelling house to be wholly located in Lot 1 in compliance with AO1.3 (a) of the Subdivision Code.

AO1.3(b) of the Subdivision Code specifies that a building is not to be located in a setback required by the planning scheme. The setback of the existing Dwelling house to the new internal boundary is 0.911m to wall. The acceptable outcomes of the Dwelling house (Small lot) code specify a typical setback requirement to wall of 1.0m to a side boundary. The proposed setback therefore represents a minor 0.089m shortfall.

While less than acceptable outcome requirement, the setback is compliant with the corresponding performance solution PO1 on the basis that the 0.089m shortfall will not cause any resultant amenity impacts by comparison to a compliant setback given the negligible nature of the shortfall. The setback is also an internal setback within the proposed development and will not impact any existing neighbouring dwellings in any way. The proposal therefore achieves PO1.

4.5 Streetscape Hierarchy Overlay

The Streetscape hierarchy overlay code seeks to ensure that verges are wide enough to support pedestrian movement and accommodate/retain street tree plantings and ensure development contributes to safe, direct and convenient access for pedestrians and cyclists.

4.5.1 AO1 – Verge

AO1 requires that development ensures 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.

Corresponding PO1 states that development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate subtropical street tree planting and pedestrian movement.

The proposed development seeks to maintain the existing verge width along Hume Street and Agnes Street, which is less than the 3.75m benchmark for identified Minor Neighbourhood Streets under Table 8.2.20.3.B of the Streetscape Hierarchy overlay. The existing verge width along Owen Lane is also proposed to be maintained. However, unlike the Minor neighbourhood street frontages, there is no prescribed minimum reserve width or verge width requirement for a Laneway. As such, the maintenance of the existing verge width of Owen Lane is consistent with the Streetscape hierarchy overlay code.

The maintaining the existing verge width to Hume and Anges Street is considered appropriate having regard to the established streetscape conditions, existing site constraints and the limited practical opportunity to achieve a consistent wider verge outcome along the length of all three streets:

- Existing physical constraints: The existing verge width along Hume Street and Agnes Street is consistently less than 3.75m. Hume Street is characterised by significant topography and existing retaining walls constructed to the front property boundaries. Similarly, Agnes Street

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contains numerous retaining walls and other structures built to the front boundaries, including carports. Widening the verges would therefore require substantial changes to established levels, retaining structures and frontage arrangements, making the delivery of a consistent wider verge impractical.

- Limited opportunity for future verge widening: The Character residential zoning and Traditional building character overlay protecting pre-1947 Dwelling houses in the streetscape, limits the extent to which redevelopment is likely to facilitate the provision of wider verges along both streets. Furthermore, adjoining properties are of a lot size that would not achieve the minimum lot size requirements if further subdivided. Accordingly, achieving a continuous 3.75 m verge through incremental redevelopment along Agnes Street and Hume Street is unlikely to be a practical or foreseeable outcome.

- Existing services and infrastructure: As demonstrated on the servicing concept plan, the existing verges along Hume Street and Agnes Street are not constrained by existing underground services. The drainage, sewer and water, electrical, communications and gas network are already established and adequately servicing all adjacent lots, given the adjoining lots established character and operation. Consequently, additional verge width is not required to accommodate services.

- Maintaining streetscape functionality: The existing verge width along Agnes Street and Hume Street will continue to maintain pedestrian movement consistent with the existing streetscape and provides suitable opportunities for landscaping and street tree planting, where practicable.

Furthermore, Section 3.7.3.2 (5) of the Infrastructure Design PSP identifies that the minimum standard width of a verge may be relaxed:

- Where the existing verge width is consistently narrower than the standard width for the length of the street block – which Agnes Street and Hume Street both exhibit;
- Where the streetscape type is not a subtropical boulevard in centre, centre street or neighbourhood street major – of which Agnes Street and Hume Street are not, with both being Neighbourhood street minor.

Overall, the existing verges along Agnes Street and Hume Street remain of sufficient width to provide for pedestrian movement and amenity and accommodate street tree planting. Based on the above, the proposal achieves the intent of PO1.

4.6 Servicing and Infrastructure

Given the subject site's location within a well-established residential area, the proposed development will be connected to all relevant urban services, including:

- Reticulated water;
- Sewerage;
- Drainage;
- Electricity; and
- Telecommunication services.

Please refer to the Concept engineering services plan prepared by *WC Designs* enclosed with this application for further detail.

4.7 Stormwater

The proposed development will provide a lawful point of discharge for the resulting lots to Agnes Street/Hume Street.

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A new roofwater pipe connection will be provided to the existing gully pit to the lawful point of discharge for proposed Lot 1. A new kerb adaptor to Hume Street to the lawful point of discharge is proposed for Lot 2. Please refer to the Concept services plan prepared by *WC Designs* enclosed with this application for further detail.

Overall, the proposal is identified as meeting the relevant requirements of the Brisbane City Plan 2014. As such, the application should be approved subject to reasonable and relevant conditions.

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5 TOWN PLANNING FRAMEWORK

5.1 State Government

5.1.1 Planning Act 2016 - Framework

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

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

5.1.2 State Planning Policies

The *State Planning Policy* (SPP) came into effect on 3 July 2017 and expresses the State's interests in land use planning and development.

Part E of the SPP outlines the State interest policies and assessment benchmarks. The assessment benchmarks are applicable to the assessment of development applications to the extent that the SPP has not been identified in a Planning Scheme as being appropriately integrated.

The new State Planning Policies are identified in the *Brisbane City Plan 2014* as being appropriately integrated, with the exception of the following:

- Natural hazards, risk and resilience;
- Strategic airports and aviation facilities.

As such, the abovementioned State interest policies and assessment benchmarks in Part E of the State Planning Policy are addressed below.

STATE INTEREST	RESPONSE	COMPLIANCE
SAFETY AND RESILIENCE TO HAZARDS		
Natural hazards, risk and resilience	The proposal is not subject to risks from natural hazard.	N/A
INFRASTRUCTURE		
Strategic airports and aviation facilities	The proposal will maintain the safety, efficiency and operational integrity of strategic airports.	✓

5.1.3 Referral Agency

As of 3 July 2017, the Department of State Development, Infrastructure and Planning launched the State Assessment and Referral Agency (SARA). In accordance with the *Planning Act 2016*, a Referral Agency is responsible for the assessment of development applications.

In accordance with the *Planning Regulation 2017*, the application does not trigger any referrals.

5.1.4 Shaping SEQ – South East Queensland Regional Plan 2023

The subject site is identified within the Urban Footprint designation of Shaping SEQ. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space.

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5.2 Local Government

5.2.1 Definition

In accordance with the *Planning Act 2016* the Reconfiguring of a lot is defined as follows (emphasis added):

> *"Reconfiguring a lot means—*
> *(a) creating lots by subdividing another lot; or*
> *(b) amalgamating 2 or more lots; or*
> *(c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or*
> *(d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—*
> *(i) a lease for a term, including renewal options, not exceeding 10 years; or*
> *(ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or*
> (e) *creating an easement giving access to a lot from a constructed road."*

The *Brisbane City Plan 2014* defines a Dwelling house as:

> *"A residential use of premises involving—*
> *(a) 1 dwelling for a single household and any domestic outbuildings associated with the dwelling; or*
> *(b) 1 dwelling for a single household, a secondary dwelling and any domestic outbuildings associated with either dwelling."*

In view of the above, the proposed development involves the Reconfiguration of a Lot for a boundary realignment (2 into 2 lots).

5.2.2 Level of Assessment

Under the *Brisbane City Plan 2014*, the site is located within the CR2 Character (Infill housing) Residential Zone and Ithaca district neighbourhood plan. Additionally, the site is located within the following overlays:

- Airport environs overlay;
- Community purposes network overlay;
- Critical infrastructure and movement network overlay;
- Dwelling house character overlay;
- Regional infrastructure corridors and substations overlay;
- Road hierarchy overlay;
- Streetscape hierarchy overlay;
- Traditional building character

In accordance with Part 5 of the Brisbane City Plan 2014, the proposed development is subject to the following category of assessment:

LEVEL OF ASSESSMENT	
CHARACTER RESIDENTIAL ZONE CODE	
Impact Assessable	In accordance with Table 5.6.1, a Reconfiguration of a Lot involving lots less than 450m^2 is Impact Assessable. The identified assessment benchmarks are the planning scheme, including the Subdivision code; Character residential zone code; and the Prescribed secondary codes, of which an assessment is provided in Appendix 1.
ITHACA DISTRICT NEIGHBOURHOOD PLAN (HILLSIDE CHARACTER PRECINCT)	
No change	In accordance with Table 5.9.31.B and 5.9.31.C, there is no change to the level of assessment for a Reconfiguration of a Lot. The relevant assessment benchmark is the

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LEVEL OF ASSESSMENT	
	Ithaca district neighbourhood plan code, of which an assessment is provided in Appendix 1.
OVERLAYS	
Airport Environs Overlay	
Not Applicable	There is no specified level of assessment for a Reconfiguration of a Lot.
Community Purposes Network Overlay	
Code Assessable	In accordance with Table 5.10.7A, a Reconfiguration of a Lot that is assessable development in the zone or neighbourhood plan, is Code Assessable. The relevant assessment benchmark is the Community purposes network overlay code, of which an assessment is provided in Appendix 1.
Critical Infrastructure and Movement Network Overlay	
Not Applicable	In accordance with Table 5.10.8, therefore is no category of assessment nominated for a Reconfiguration of a Lot. As such, there is no change to the category of assessment and the proposed development is not required to be assessed against the Critical infrastructure and movement network overlay code.
Dwelling House Character Overlay	
Not Applicable	In accordance with Table 5.10.9, there is no category of assessment specified for a Reconfiguration of a Lot. As such, there is no change to the category of assessment.
Regional Infrastructure Corridors and Substations Overlay	
Code Assessable	The site is located within the Major sub-surface transport infrastructure (Legacy Way) sub-category. In accordance with Table 5.10.17, a Reconfiguration of a Lot in the Major transport infrastructure sub-category where assessable in the zone or neighbourhood plan, is Code Assessable. The relevant assessment benchmarks are the Purpose, Overall Outcomes and Outcomes in Section D of the Regional infrastructure corridors and substations overlay code, of which an assessment is provided in Appendix 1.
Road Hierarchy Overlay	
Code Assessable	In accordance with Table 5.10.18, a Reconfiguration of a Lot is Code Assessable. The relevant assessment benchmark is the Purpose, Overall Outcomes and Outcomes in Sections C and D of the Road hierarchy overlay code, of which an assessment is provided in Appendix 1.
Streetscape Hierarchy Overlay	
Code Assessable	In accordance with Table 5.10.20, a Reconfiguration of a Lot is Code Assessable. The relevant assessment benchmark is the Purpose, Overall Outcomes and Outcomes in Sections A and B of the Streetscape hierarchy overlay code, of which an assessment is provided in Appendix 1.
Traditional Building Character Overlay	
Not Applicable	In accordance with Table 5.10.21, there is no category of assessment specified for a Reconfiguration of a Lot.

In view of the above, the proposed development is subject to Impact Assessment. Pursuant to Section 53 of the *Planning Act 2016*, the application will be publicly notified for 15 business days.

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The following codes are identified as being applicable to the proposal and have been addressed in Appendix 1 of this report and the supporting consultant documentation:

APPLICABLE CODES	
Zone Codes	▪ N/A
Neighbourhood Plan Code	▪ Ithaca district neighbourhood plan code
Use Code	▪ Subdivision code
Overlay Codes	▪ Community purposes network overlay code ▪ Purpose, Overall Outcomes and Outcomes in Section D of the Regional infrastructure corridors and substations overlay code ▪ Purpose, Overall Outcomes and Outcomes in Sections C and D of the Road hierarchy overlay code ▪ Purpose, Overall Outcomes and Outcomes in Sections A and B of the Streetscape hierarchy overlay code
Secondary Codes	▪ Filling and Excavation Code ▪ Infrastructure Design Code ▪ Landscape Work Code ▪ Outdoor Lighting Code ▪ Park Planning and Design Code ▪ Stormwater Code ▪ Transport, Access, Parking and Servicing Code ▪ Wastewater Code

5.2.3 Strategic Framework

The subject site is identified within the Character residential zone. In accordance with the purpose of the Character residential zone, the proposal is to advance the key policy direction set in the Strategic Framework, in particular:

- 3.4 Brisbane's outstanding lifestyle
  - 3.4.1 Strategic Outcomes; and
  - 3.4.2 Element 2.1 – Brisbane's identity
  - 3.4.3 Element 2.2 – Brisbane's housing and accommodation choices
- 3.7 Theme 5: Brisbane's CityShape
  - Element 5.5 – Brisbane's Suburban Living Areas

A detailed assessment of the proposal against the relevant matters of the Strategic Framework is provided in Appendix 2, which demonstrates the proposal achieves the key policy direction.

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6 CONCLUSIONS

This report is submitted on behalf of *Gail Pearson & Victor Velkov*, in support of a Development Permit for Reconfiguring a Lot (Boundary Realignment – 2 into 2 lots) upon land at 74 Agnes Street, Auchenflower QLD 4066 (Lots 42-43 on SP245091). The report addresses all relevant town planning requirements associated with the current proposal with regards to the provisions of the *Brisbane City Plan 2014* and the application will be assessed in accordance with the *Planning Act 2016*.

Under the *Brisbane City Plan 2014*, the subject site is identified within Character residential (infill housing precinct) zone, and the Hillside character precinct of the Ithaca district neighbourhood plan. The site is also within the Traditional building character overlay. Within the Infill housing precinct of the Character residential zone, development is intended to retain dwellings built in 1946 or earlier with new development to include Dwelling houses, Dual occupancy and Multiple dwellings with the maximum dwelling yield to be one dwelling per 300m^2 of site area. The proposed Boundary Realignment aligns with the intended outcomes by retaining the existing pre-1946 house and providing lots of appropriate size and dimensions to accommodate Dwelling houses consistent with the Zone.

Under the current arrangements, the site comprises two existing rectangular-shaped lots reflecting 492m^2 and 407m^{2,} with the internal boundary running in a north-south direction. The proposal seeks a boundary realignment to realign the internal boundary to run east-west, enabling the existing pre-1947 Dwelling house to be retained wholly within one lot. Lot 1 will be a small lot (440m^2), containing the existing pre-1947 dwelling, with frontage to Agnes Street and Hume Street. Lot 2 will be a small lot (449m^2), with frontage to Hume Street and Owen Lane, and will be vacant for future residential development. To give effect to the proposal, partial demolition works to the existing character dwelling are required to ensure the dwelling is contained entirely within the new lot boundaries. These works are provided for as Prescribed Accepted Development, with no development permit for Building Work is required.

In the Character residential zone, a Reconfiguration of a Lot involving lots less than 450m^2 is Impact Assessable. While the application is Impact Assessable, the resultant lot sizes are fully compliant with the Acceptable Outcome for lot size under the Subdivision Code with a lot size of 300m^2 prescribed for the Character Residential (Infill Housing) Zone.

Overall, the proposal demonstrates an appropriate and effective means of retaining the pre-1947 dwelling while facilitating infill development via a boundary adjustment, which has been identified meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

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7 APPENDIX 1 – CODE ASSESSMENT

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APPENDIX 1 – CODE ASSESSMENT

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1. NEIGHBOURHOOD PLAN

1.1 Ithaca District Neighbourhood Plan Code

Effective V36 12 June 2026

1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Ithaca district neighbourhood plan code is to provide finer grained planning at a local level for the Ithaca district neighbourhood plan area.		
(2) The purpose of the Ithaca district neighbourhood plan code will be achieved through overall outcomes of the neighbourhood plan area.		
(3) The overall outcomes for the neighbourhood plan area are:		
(a) Identified character housing and significant character streetscapes are maintained; (b) A mix of housing densities and types serve the needs of the community; (c) Multiple dwellings are not accommodated in the Low density residential zone. (d) Hillside character is retained and enhanced through sympathetic development that minimises visual impact within its visual catchment; (e) The ecological and recreational values of Ithaca and Enoggera creeks are protected; (f) The neighbourhood plan area will capitalise on its strategic location by developing businesses and low impact industrial activities that support the City Centre and its fringe, or are associated with key facilities in the area, such as the Royal Brisbane and Women's Hospital; (g) Expansion of the hospital, medical school and research activities into the nearby residential areas is not consistent with the outcomes sought by the neighbourhood plan code; (h) The industrial zoned land at Milton provides industrial support functions for the City Centre and its fringe;	The existing pre-1947 character dwelling on the site is to be retained, with only a portion of the post-1947 additions to be demolished as Prescribed accepted development. No notable cut and fill or disturbance of vegetation is required, minimising visual impact to retain the character streetscape and Hillside character. The proposal will provide for an additional residential allotment, capable of containing a new dwelling in accordance with the relevant planning scheme requirements, that will contribute to the mix of housing densities and types to serve the needs of the community. No development is proposed in visually prominent locations. The development will not impact on any ecological or recreational values of the Ithaca or Enoggera Creeks, nor impact on significant views or vistas which will continue to be protected.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(i) Business or retail activities on industrial zoned land at Milton are not consistent with the outcomes sought by the neighbourhood plan code unless they have a justifiable nexus with the surrounding industrial activities; (j) Community facilities on privately owned land, including Ballymore and the Broncos Leagues Club, are protected to ensure the ongoing provision of a range of venues for the pursuit of sporting, recreational, community and cultural activities; Opportunities for new community facilities and services are encouraged. (k) Significant views and vistas are to be protected; (l) Development proposed in visually prominent locations such as major ridgelines and hilltops is designed to achieve minimal visual impact; (m) Development forms that require cut and fill and disturbance of vegetation are not consistent with the outcomes sought by the neighbourhood plan code; (n) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and an economic need for the development.		
(4) Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001) overall outcomes are:		
(a) Development enhances public access to Enoggera Creek and provides walking and cycling paths along the creek linking with Butterfield Street; (b) Attractive pedestrian environments are provided along the Enoggera Creek with quality landscaping; (c) Building envelopes are set back from the Enoggera Creek with elevations stepped towards Butterfield street;	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(d) Development in the Butterfield Street a sub-precinct (Ithaca district sub-precinct neighbourhood plan/NPP-001a): (i) supports non-residential uses that have a close nexus with the Royal Brisbane and Women's Hospital complex provided relevant amenity and site flooding issues are satisfactorily addressed. (e) Development in the Butterfield Street b sub-precinct (Ithaca district sub-precinct neighbourhood plan/NPP-001b): (i) may comprise higher intensity mixed uses to co-exist with hospital uses, provided relevant amenity and site flooding issues are satisfactorily addressed.		
(5) Ballymore precinct (Ithaca district neighbourhood plan/NPP-002) overall outcomes are:		
(a) Any alterations to the existing sporting facilities that result in an increase in capacity and/or intensity do not adversely affect the surrounding community; (b) Further expansion of sporting facilities within the waterway corridor is minimised.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(6) Bishop Street precinct (Ithaca district neighbourhood plan/NPP-003) overall outcomes are:		
(a) Bishop Street continues to provide an important industrial support function for the City Centre and its fringe; (b) Business and commercial activities that do not have a direct link with the industrial precinct are not considered consistent with this outcome; (c) Redevelopment of properties adjoining Enoggera Creek provides land for a park along the waterway corridor and contributes land for a walking and cycling link between Bishop Street and the creek.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(7) Guthrie Street precinct (Ithaca district neighbourhood plan/NPP-004) overall outcomes are:		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(a) As the precinct is in proximity to Given Terrace and commercial and public transport facilities, low–medium density residential uses are consistent with the outcomes sought; (b) New development forms respectful relationships with its immediate neighbours and surrounding neighbourhood, consistent with its strategic location.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(8) Brewery precinct (Ithaca district neighbourhood plan/NPP-005) overall outcomes are:		
(a) This precinct contains a purpose-built brewery of cultural heritage significance. The brewery is a Brisbane icon and a well-known landmark of the city, with a great physical presence within the locality. Any loss of the cultural heritage values of the site would be a significant iconic loss to the city and inconsistent with the outcomes sought in this precinct. As such, a range of associated subordinate cultural and tourism activities are encouraged to protect and enhance this value; (b) The following range of subordinate cultural and tourism activities are consistent with the outcomes sought in the precinct: (i) tourist attraction where tour centre and/or museum catering exclusively for cultural heritage associated with the brewery; (ii) food and drink outlet where catering exclusively for tour centre and/or museum visitors or brewery employees; (iii) shop retailing exclusively brewery products or memorabilia; (iv) club for brewery employees. (c) Medium impact industry uses where for brewery purposes is consistent with the outcomes sought for the precinct.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(9) Enoggera Terrace precinct (Ithaca district neighbourhood plan/NPP-006) overall outcomes are:		
(a) Enoggera Terrace is maintained as an intact street containing a substantial range of early and historic buildings, the rarity of which contributes to the uniqueness of this precinct;	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Special area 1 – Musgrave Road, is a visually prominent site and represents a gateway into Enoggera Terrace. Development in special area 1 – Musgrave Road: (i) addresses its corner location, its setting adjacent to a heritage place and its landmark value at the head of an historic street; (ii) features centre activities that whilst limited in size and intensity, contribute to a locally prominent commercial node at this part of Enoggera Terrace; (iii) employs quality contemporary architecture respectful of its setting and context rather than replicative design; (iv) features low rise mixed uses incorporating multiple dwellings and a small component of centre activities at a scale consistent with the outcomes sought for this special area. (c) Special area 2 – Skate Arena, contains a purpose-built theatre of cultural heritage significance, which has great physical presence within the locality. Development in Special area 2 – Skate Arena: (i) retains the site's cultural heritage and landmark value; (ii) comprises an adaptive re-use featuring quality contemporary architecture respectful of its setting and context rather than replicative design; (iii) contains multiple dwellings within the existing building footprint at a scale consistent with the outcomes sought for this special area; (iv) retains the Enoggera Terrace facade. (d) Given the lack of on-street parking and the preference for site access from Mannion Street rather than Enoggera Terrace, high traffic-generating uses are not consistent with the outcomes sought for special areas 2 and 3; (e) Special area 3 – 78 Enoggera Terrace, contains a church building that has been used successfully for a variety of		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
activities since its original purpose was discontinued. Despite the small allotment size, adaptive re-use of the existing structure for small-scale non-residential uses or a multiple dwellings is consistent with the outcomes sought in the special area.		
(10) Rosalie village precinct (Ithaca district neighbourhood plan/NPP-007) overall outcome is:		
(a) Given Rosalie village's popularity as a food and drink outlet precinct, car parking bays other than those associated with an on-site residential use are to be made available for public use outside normal business hours. Any variation of parking requirements for a non-residential uses must be consistent with the outcomes sought in this precinct where available parking in perpetuity is achieved; (b) In the event of the Rosalie Kindergarten ceasing operations, re-use of the existing structure for low impact centre activities may be appropriate. Relaxation of car parking requirements may be appropriate where the provision of parking would compromise the nature of the heritage place.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(11) Hillside character precinct (Ithaca district neighbourhood plan/NPP-008) overall outcomes are:		
(a) Hillside character is maintained, retained and enhanced through sympathetic development that minimises visual impact within its visual catchment; (b) Development along major ridgelines in the precinct contributes to a consistent rhythm and sense of scale along the ridgeline when viewed from the surrounding visual catchment; (c) Residential development in particular, provides and/or incorporates: (i) the appearance of traditional character houses uniformly spaced and stepped across well-treed hillsides; (ii) compatible building height, bulk and proportions; (iii) construction methods, such as posts or piers, that minimise the amount of alteration to site topography.	The existing character dwelling is to be retained on the site with minor demolition works as Prescribed accepted development, minimising visual impact and maintaining the hillside character. The proposed new boundaries are appropriately aligned, enabling future development on Lot 2 (or redevelopment on Lot 1) that is sympathetic to the surrounding hillside environment, topography and visual catchment, and compatible with the building height, bulk, proportions and other features of residential development present in the area.	☒Compliant ☐N/A ☐Performance Solution

2.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Building height			
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned to community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the development potential of adjoining sites.	AO1 Development complies with the number of storeys and building heights in Table 7.2.9.2.3.B.	AO1 Not applicable. The proposal is for a Reconfiguration of a Lot.	☐Compliant ☒N/A ☐Performance Solution
If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001)			
PO2 Development contributes toward the natural value of Enoggera Creek and the recreation needs of the local	AO2 Development ensures land within the waterway corridor or within 10m of the	AO2 The site is not located within the specified precinct.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
community by providing land for park purposes along Enoggera Creek that can accommodate a shared walking and cycling path and riparian rehabilitation.	creek banks, whichever is greater, is dedicated to Council.		☐Performance Solution
PO3 Development provides emergency site access from any residential development during floods.	AO3.1 Development in the Butterfield Street a sub-precinct (Ithaca district neighbourhood plan/NPP-001a) does not contain a residential component.	AO3.1 The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
	AO3.2 Development for residential purposes in the Butterfield Street b sub-precinct (Ithaca district neighbourhood plan/NPP-001b) achieves flood-free emergency access in a defined flood event to Butterfield Street.	AO3.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO4 Development preserves land adjoining Enoggera Creek for public use and buildings reinforce the creek corridor by providing: (a) cross-block pedestrian links; (b) high-quality, attractive building elevations that are orientated toward a corridor link park; (c) above-ground elevations and landscape treatments that are attractively designed to reduce tall blank areas to the corridor link park and public cross-block pedestrian links.	AO4.1 Development on sites adjacent to Enoggera Creek provides a corridor link park between the waterway corridor and the high water mark or 12m in width, whichever is greater.	AO4.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO4.2 Development provides a public walking and cycling path along the entire creek edge at no cost to the Council and designed in compliance with the Infrastructure Design planning scheme policy.	AO4.2 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO4.3 Development involving basement walls that face the landscaped public access ways to the corridor link park incorporate a variety of landscaping and transitional elements for the	AO4.3 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	entire length and width of the boundary setback.		
	AO4.4 Development ensures that building elevations orientated to the corridor link park incorporate windows, parking areas or activity areas that overlook the corridor link park.	AO4.4 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO4.5 Development provides opportunities for passive surveillance over the corridor link park and cross-block pedestrian links.	AO4.5 As above.	☐Compliant ☒N/A ☐Performance Solution
PO5 Development provides parking that achieves a balance between controlling congestion and providing sufficient short- term parking to keep the anticipated commercial components of the precincts viable and service the needs of other users of the site's facilities.	AO5 Development provides access, parking and servicing in accordance with the requirements of the Transport, access, parking and servicing code, with the following exceptions: (d) for residential development, the number of car parking spaces does not exceed 1.5 spaces per dwelling unit; (e) the number of car parking spaces does not exceed 1 space per 30m^2 of gross floor area for non-residential uses.	AO5 As above.	☐Compliant ☒N/A ☐Performance Solution
If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001), where in the Butterfield Street a sub-precinct (Ithaca district neighbourhood plan/NPP-001a)			
PO6 Development maximises building setbacks to the corridor link park and steps back building heights from the creek frontage.	AO6.1 Development has a maximum site cover of 75%.	AO6.1 The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO6.2 Development has a maximum plot ratio of 150% of the site area.	AO6.2 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO6.3 Development has a maximum building height of 3 storeys and 10.5m.	AO6.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO6.4 Development of a building has a setback of 5m from the corridor link park.	AO6.4 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO6.5 Development has a minimum front setback of 5m.	AO6.5 As above.	☐Compliant ☒N/A ☐Performance Solution
If in the Butterfield Street precinct (Ithaca district neighbourhood plan/NPP-001), where in the Butterfield Street b sub-precinct (Ithaca district neighbourhood plan/NPP-001b)			
PO7 Development maximises building setbacks to the corridor link park and steps back building heights from the creek frontage.	AO7.1 Development has a maximum site cover of 75%.	AO7.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO7.2 Development has a maximum plot ratio of 250% of the site area.	AO7.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO7.3 Development has a minimum front setback for basements of 2m.	AO7.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO7.4 Development has a minimum front setback above basement level of 8m.	AO7.4 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO7.5 Development may have front balconies protruding a maximum of 3m into the building setback.	AO7.5 As above.	☐Compliant ☒N/A ☐Performance Solution
If in the Ballymore precinct (Ithaca district neighbourhood plan/NPP-002)			
PO8 Development contributes towards the natural value of Enoggera Creek and the recreation needs of the local community by providing land for park purposes along Enoggera Creek capable of accommodating a shared walking and cycling path and riparian rehabilitation.	AO8 Development ensures land within the waterway corridor or within 10m of the creek bank, whichever is greater, is dedicated to Council.	AO8 As above.	☐Compliant ☒N/A ☐Performance Solution
PO9 Development involving any substantial extensions to the existing sporting facility does not adversely impact on the surrounding residential community.	AO9 Development does not result in significant adverse community impacts that cannot be satisfactorily mitigated.	AO9 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO10 Development of sites adjoining Enoggera Creek must provide a safe and convenient pedestrian and cyclist path between Bishop Street and Enoggera Creek and accommodate riparian rehabilitation.	AO10 A pedestrian/cyclist link is provided in accordance with the Bicycle network overlay code.	AO10 As above.	☐Compliant ☒N/A ☐Performance Solution
If in the Bishop Street precinct (Ithaca district neighbourhood plan/NPP-003)			
PO11 Development of sites adjoining Enoggera Creek contributes to the natural value of the creek and the recreation needs of the local community.	AO11 Development on sites adjacent to Enoggera Creek provides a corridor link to be dedicated to the Council, comprising land within the waterway corridor or 8m from the top of the bank, whichever is greater.	AO11 The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
PO12 Development of sites adjoining Enoggera Creek locates active on-site recreation areas so they overlook the adjoining park.	AO12 Development locates on-site recreation areas along the rear property boundary.	AO12 As above.	☐Compliant ☒N/A ☐Performance Solution
If in Special area 1 – Musgrave Road			
PO13 Development ensures that building size, bulk and intensity of centre activities within the mixed use development is consistent with the locality and does not diminish the dominance of the adjacent heritage place.	AO13.1 Development has a maximum gross floor area of 75% the site area.	AO13.1 The site is not located within the specified area.	☐Compliant ☒N/A ☐Performance Solution
	AO13.2 Development has a minimum of 65% of the total gross floor area which is used for residential purposes.	AO13.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO14 Development does not compromise the functions of the local road hierarchy.	AO14 Development does not provide vehicle access from Musgrave Road or Enoggera Terrace.	AO14 As above.	☐Compliant ☒N/A ☐Performance Solution
PO15 Development: (f) contributes to a pedestrian-friendly commercial node on Enoggera Terrace; (g) does not have parking that dominates street frontages.	AO15 Development is built to the Enoggera Terrace frontage and incorporates an awning over the footpath.	AO15 As above.	☐Compliant ☒N/A ☐Performance Solution
If in Special area 2 – Skate Arena			
PO16 Development is consistent with the bulk and scale of the existing structure and conserves the cultural heritage values of the heritage place.	AO16.1 Development has a gross floor area that does not exceed the gross floor area of the existing structure.	AO16.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO16.2 Development is contained within the existing building envelope.	AO16.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO17 Development does not compromise the functions of the local road hierarchy.	AO17 Development does not provide vehicular access from Enoggera Terrace.	AO17 As above.	☐Compliant ☒N/A ☐Performance Solution
If in the Hillside character precinct (Ithaca district neighbourhood plan/NPP-008)			
Development pattern and form			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO18 Development for residential purposes must be compatible with traditional character house scale and designed and sited to retain and reinforce the predominant development pattern and form of: (a) separate allotments, whether or not the site area exceeds predominant lot sizes in the area or the site is an amalgamation of allotments; (b) buildings of a traditional character house scale uniformly spaced and consistently stepped across well treed hillsides when viewed from the visual catchment; (c) the design and scale of elevation and building form of the rear of extended or new buildings must consider the views of the building from surrounding areas, and the impact of the proposal on properties at the rear of the premises.	AO18.1 Development has a building footprint, boundary setbacks and siting in relation to adjoining development that reflects the predominant development pattern and form of development in the area.	AO18.1 Not applicable, the proposal is for the Reconfiguration of a Lot.	☐Compliant ☒N/A ☐Performance Solution
	AO18.2 Development of buildings feature orthogonal plan forms with outside walls aligned to those on adjoining allotments or within the development.	AO18.2 As above.	☐Compliant ☒N/A ☐Performance Solution
Building height, scale and proportions			
PO19 Development for a residential purpose has a height, scale and proportions compatible with traditional character houses when viewed from the visual catchment.	AO19.1 Development of buildings are designed to appear as a series of separate blocks, each of a size and scale similar to that of a traditional character house, using either physical separation or:	AO19.1 No new dwellings are proposed. The existing pre-1947 traditional character house is to be retained.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(a) significant recesses and projections of the exterior wall plane; (b) articulation through steps in the horizontal plane of the roof; (c) roof geometry incorporating significant variety, such as pitched roofs of minimum 27.5° pitch; (d) elevation and roof treatment using a variety of materials, colours and finishes compatible with traditional character houses to achieve the appearance of separate blocks; (e) landscaped areas to achieve the appearance of separate blocks, and include trees capable of deep planting and growing to roof height.		
	AO19.2 Development has building heights exceeding the prescribed acceptable outcome only where: (a) use of traditional character elements or site responsive construction methods has resulted in non-compliance with the prescribed acceptable outcome; (b) any additional building height or storeys are incorporated into a building form appearing to comply with the prescribed acceptable outcome, such as outcomes where 2-storey development is prescribed and a third storey is incorporated into a roof space area.	AO19.2 Not applicable, the proposal is for a Reconfiguration of a Lot.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO19.3 Development has a site cover exceeding the prescribed acceptable outcome only where the development is designed to reduce building bulk in accordance with AO19.1.	AO19.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO19.4 Development has eaves heights that reflect the predominant development pattern and form of development in the area: (c) along undulating ridgelines; (d) horizontally across hillsides; (e) vertically down hillsides.	AO19.4 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO19.5 Development above ground level does not have a uniform elevation treatment longer than 10m, without variation, articulation or openings.	AO19.5 As above.	☐Compliant ☒N/A ☐Performance Solution
PO20 Development must be designed, sited and landscaped to minimise the impact of incompatible building bulk, maintain and enhance the traditional character and built form of this precinct in terms of building: (a) bulk, form and scale; (b) eaves heights; (c) elevation treatment; (d) construction materials; (e) by using quality contemporary architecture respectful of its setting;	AO20 No acceptable outcome is prescribed.	AO20 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(f) development along ridgelines must not dominate the skyline and must be designed and sited to contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the visual catchment.			
PO21 Development along ridgelines does not dominate the skyline and is designed and sited to contribute to a consistent rhythm and sense of scale along the ridgeline when viewed from the visual catchment.	AO21 No acceptable outcome is prescribed.	AO As above.	☐Compliant ☒N/A ☐Performance Solution
Landscape character, physical setting and topography			
PO22 Development minimises impacts to existing significant vegetation and provides replacement vegetation on the site of advanced size and maturity where significant vegetation is removed.	AO22 Development: (a) designs and sites buildings or other structures, driveways and hard-stand areas to maximise the retention of vegetation on the site; (b) replaces significant vegetation removed as a result of the development with vegetation of advanced size and maturity that contributes to the special character of the area.	AO22 The proposal is for a Reconfiguration of a Lot.	☐Compliant ☒N/A ☐Performance Solution
PO23 Development must be designed and sited to retain or reinforce the landscape character and physical setting of the locality, and to break up	AO23.1 Development provides communal open space and ground storey private open space required for residential development is provided at a minimum dimension of 5m.	AO23.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
building bulk and buildings must appear to be uniformly sited on well–treed hillsides and consistently spaced along major ridgelines.	AO23.2 Development ensures that boundary setbacks are a minimum of: (a) 6m to the rear boundary; (b) 12m to the rear boundary on sites steeper than 1 in 8 gradient (long axis from the front boundary to rear boundary of the site); (c) 6m to any adjoining site's front or rear boundary in the case of rear allotments.	AO23.2 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO23.3 Development comprising a carport, car parking space or other structures associated with a multiple dwelling is not located in the setback area.	AO23.3 As above.	☐Compliant ☒N/A ☐Performance Solution
PO24 Development, including buildings or other structures, driveways and hard-stand areas, must be designed and sited to minimise cut-and-fill disturbance on the site and to soften visual impact.	AO24.1 Development incorporates: (a) foundation systems that minimise disturbance to the landscape, such as post-and-pier type foundations; (b) slab-on-ground foundations only on those parts of a site with gradients less than 1 in 8 and where cut and fill is minimal; (c) benching, cut and fill, or construction of retaining walls of a minor nature only (i.e. fill does not exceed 1m and/or the combined height of any retaining wall and fence does not exceed 2m) and is designed so it is not noticeable after construction has been completed;	AO24.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(d) driveways and hard-stand areas only on those parts of a site with gradients less than 1 in 4.		
	AO24.2 Development provides retaining walls that are set back from any boundary and are stepped, terraced and landscaped.	AO24.2 As above.	☐Compliant ☒N/A ☐Performance Solution

2. ZONE CODES

2.1 Character Residential Zone Code

Effective V36 12 June 2026

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the character residential zone is to: (a) ensure the character of a residential area is protected or enhanced; and (b) provide for community uses, and small-scale services, facilities and infrastructure, to support local residents. *Note—Land in the Character residential zone is contained in either the Character zone precinct or the Infill housing zone precinct.* *Note—As neighbourhood planning is undertaken by the Council, where it is intended that the Traditional building character overlay should apply to land clusters of well-located land containing housing built in 1946 or before and suited to house-sensitive scaled infill multiple dwellings – in the inner city, surrounding district and neighbourhood centres and along public transport routes – land may be included in the Infill housing zone precinct of the Character residential zone. In most instances this land will already have been included in the Traditional building character overlay and included in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone.* *Note—All land within the Character residential zone (with the exception of sites covered by the Heritage overlay) is covered by the Traditional building character overlay.*		
(2) The purpose of the zone will be achieved through overall outcomes for: (a) zone role; (b) development location and uses; (c) development form; (d) the following zone precincts: (i) Character zone precinct; (ii) Infill housing zone precinct.		
(3) Zone role overall outcomes are: (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, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices; (ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.		
(4) Development location and uses overall outcomes are:		
(a) Development provides for low density suburban and inner-city living through the development of predominantly 1 or 2 storey	The existing pre-1947 character dwelling is to be retained on the site.	☒Compliant ☐N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
dwelling houses comprising primarily of existing houses built in 1946 or before and infill housing that incorporates any housing built in 1946 or before in the development.		☐Performance Solution
(b) Development in the Character zone precinct provides for low density suburban and inner-city living through: (i) 1 or 2 storey dwelling houses to predominate over other types of development; (ii) a low density and intact suburban identity to be maintained in which multiple dwellings and dual occupancy are not accommodated.	The site is not located within the Character zone precinct.	☒Compliant ☐N/A ☐Performance Solution
(c) Development in the Infill housing zone precinct facilitates a mix of existing dwelling houses and new housing choices including dual occupancy, 2 storey low rise multiple dwellings such as row houses at a house scale, rooming accommodation, residential care facilities and retirement facilities which: (i) comply with the site density, building height, number of storeys and setback requirements of the Traditional building character (design) overlay code and the Multiple dwelling code; (ii) are sensitively integrated with and located between or behind existing dwelling houses built in 1946 or before and on appropriately sized lots; (iii) provide housing diversity that offers choice to different household types and individuals to suit residents through life-cycle stages, in the inner city and well-located parts of the city.	The existing character dwelling is to be retained on Lot 1, maintaining the low density suburban identity. Vacant Lot 2 will be able to accommodate infill development that complies with the building form requirements, integrates with the surrounding dwelling character, and provides housing diversity.	☒Compliant ☐N/A ☐Performance Solution
(d) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	No new development is proposed. The level of amenity reasonably expected for a predominantly low density permanent residential environment will be maintained.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	The site is not located within the specified overlay.	☐Compliant ☒N/A ☐Performance Solution
(f) Development for a commercial character building activities use on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	The site is not located within the specified overlay.	☐Compliant ☒N/A ☐Performance Solution
(g) Development for a compatible and individual 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) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, 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.	No non-residential uses are proposed.	☐Compliant ☒N/A ☐Performance Solution
(h) Development which would result in the co-location of new non-residential uses only occurs along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	As above.	☐Compliant ☒N/A ☐Performance Solution
(i) Development for a home-based business may only operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	No home-based businesses are proposed.	☐Compliant ☒N/A ☐Performance Solution
(j) Development for any other non-residential use serve a local community facility need only, such as a childcare centre or substation, and is compatible with and integrates with the built form intent of the Character residential zone.	No non-residential uses are proposed.	☐Compliant ☒N/A ☐Performance Solution
(k) Development for rooming accommodation accommodates 5 persons or less.	No rooming accommodation is proposed.	☐Compliant ☒N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
		☐Performance Solution
(5) Development form overall outcomes are:		
(a) Development occurs on an appropriately sized and configured lot and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.	Each lot is appropriately sized and configured and is of a form and scale that reinforces a distinctive subtropical character of low rise buildings set in green landscaped areas.	☒Compliant ☐N/A ☐Performance Solution
(b) Development for a residential building is of a height, bulk, scale and form, materials and detailing which is compatible with the traditional building character of the Character residential zone and consists of buildings of 1 or 2 storeys in height.	No new development is proposed. The existing pre-1947 dwelling with traditional building character is to be retained on the site.	☒Compliant ☐N/A ☐Performance Solution
(c) Development protects and retains buildings built in 1946 or before on land within the Traditional building character overlay in accordance with the Traditional building character (demolition) overlay code.	The pre-1947 dwelling is to be retained on the site.	☒Compliant ☐N/A ☐Performance Solution
(d) Development provides that a new building or extension of a building reflects and complements the city's traditional building character of housing built in 1946 or before prevalent within the Traditional building character overlay in accordance with the Traditional building character (design) overlay code.	No new buildings or extensions are proposed.	☐Compliant ☒N/A ☐Performance Solution
(e) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings, by maintaining access to sunlight, daylight and privacy.	A portion of the post-1946 extensions to the existing pre-1947 dwelling will be demolished as prescribed accepted development, with the remaining dwelling to be contained within small Lot 1. The dwelling will be of an appropriate scale to the small lot, with sufficient setbacks, minimising negative amenity impacts and maintaining sunlight, daylight and privacy.	☒Compliant ☐N/A ☐Performance Solution
(f) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: (i) maximises the retention of backyard spaces as private landscaped space;	No new development or extensions are proposed.	☐Compliant ☒N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(ii) avoids overbearing development involving bulk or setbacks which are inconsistent with the character of a dwelling house on adjoining lots.		
(g) 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.	No new development is proposed. Future development will adequately respond to land constraints and other site-specific matters, and mitigate adverse impacts on environmental values.	☒Compliant ☐N/A ☐Performance Solution
(6) Character zone precinct overall outcomes are:		
(a) Development retains a dwelling house built in 1946 or before.	The site is not located within the specified precinct.	☐Compliant ☒N/A ☐Performance Solution
(b) Development provides that a new dwelling house: (i) is 1 or 2 storeys in height; (ii) is located on an appropriately sized and configured vacant lot; (iii) is compatible in scale and design with existing houses built in 1946 or before; (iv) reinforces the traditional building character of the Character zone precinct.	As above.	☐Compliant ☒N/A ☐Performance Solution
(c) Development for a dwelling other than a dwelling house is not accommodated within the Character zone precinct.	As above.	☐Compliant ☒N/A ☐Performance Solution
(d) Development provides for a minimum lot size of 450m^2 to maintain a block pattern that accommodates traditional backyards and large trees.	As above.	☐Compliant ☒N/A ☐Performance Solution
(7) Infill housing zone precinct overall outcomes are:		
(a) Development retains a dwelling house built in 1946 or before.	The pre-1947 dwelling will be retained.	☒Compliant ☐N/A ☐Performance Solution
(b) Development provides that a new dwelling house, dual occupancy or multiple dwelling:	No new dwellings are proposed.	☐Compliant ☒N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(i) is no more than 2 storeys in height; (ii) is located between or behind dwelling houses built in 1946 or before on an appropriately sized and configured vacant lot; (iii) is compatible in scale and design with existing dwellings built in 1946 or before; (iv) reinforces the traditional building character of the Infill housing zone precinct.		☐Performance Solution
(c) Development achieves a maximum dwelling yield of one dwelling per 300m2 of site area.	Each lot is above the minimum 300m^2 and will contain only 1 dwelling.	☒Compliant ☐N/A ☐Performance Solution
(d) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle: (i) is consistent with the predominant traditional building character and amenity expectations of residents in the Infill housing zone precinct; (ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan.	No alternative housing types are proposed.	☐Compliant ☒N/A ☐Performance Solution
(e) Development for a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is: (i) consistent with the character of a low density residential environment comprising 1 or 2 storey dwelling houses; (ii) suited to smaller lot sizes.	No new residential uses are proposed.	☐Compliant ☒N/A ☐Performance Solution
(f) Development is compatible in scale with adjoining dwelling houses, both within or adjoining the Infill housing zone precinct, in order to maintain an appropriate level of amenity and privacy to an adjoining dwelling.	No new development is proposed. The existing dwelling is considered compatible in scale with adjoining dwelling houses.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(g) Development supports a subtropical character by ensuring that: (i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate; (ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.	The dwelling to be retained on Lot 1 is appropriate oriented and setback from boundaries to support sub-tropical living, with sufficient privacy, daylight, sunlight and breezes for indoor and outdoor living. Lot 2 will be able to accommodate future development in accordance with (g).	☒Compliant ☐N/A ☐Performance Solution
(h) Development provides quality private and communal open spaces and landscaping, including deep planting, that reinforce the house-compatible scale of buildings, provide breathing spaces and outdoor activity areas and encourage outdoor living.	Quality private open space and landscaping will be able to be accommodated on both lots.	☒Compliant ☐N/A ☐Performance Solution
(i) Development provides for a building to address and interface with the street and other adjoining public space, including via habitable uses at ground level (with parking not forming a dominant element in the streetscape) in order to reinforce the traditional setting and provide surveillance and encourage activation of parks and streets.	No new buildings are proposed. The existing dwelling is oriented to the primary street frontage, Agnes Street. The dwelling does not contain any habitable uses that address the streetscape at the ground level as the dwelling is raised off the ground due to the site topography. However, the dwelling still has an interface with the streetscape, with the stairway and porch fronting the street.	☒Compliant ☐N/A ☐Performance Solution
(j) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	No change in use is proposed. The site does not adjoin any non-residential zone.	☐Compliant ☒N/A ☐Performance Solution
(k) Development provides for a residential dwelling on a site which fronts a heavily trafficked road or other noise source to be: (i) suitably located and orientated on the site; (ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.	The site does not have frontage to a heavily trafficked road or other noise source.	☐Compliant ☒N/A ☐Performance Solution

3. SECONDARY CODES

3.1 Subdivision Code

Effective V36 12 June 2026

3.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Subdivision code is to regulate development for reconfiguring a lot.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the: (i) landscape and built form character, environmental and other values of the site or locality; (ii) safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises; (iii) amenity of intended uses and existing surrounding residential uses; (iv) comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site. (b) Development for reconfiguring a lot results in lots and an arrangement of lots that: (i) achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (ii) accommodate lawful uses;	The proposed reconfiguration of one lot into two residential lots complies with the intent of this Overall Outcome: ▪ Character & Values – The reconfiguration and resulting allotments will maintain the residential character of the locality and will not impact existing environmental or landscape values. ▪ Safe & Efficient Operation – The reconfiguration will not compromise the safe or efficient operation of existing or future lawful uses on the site or adjoining premises. ▪ Amenity & Liveability – Each lot is of a size and configuration suitable for a dwelling house, maintaining the privacy, quiet enjoyment, and amenity expected in the residential zone. ▪ Lot Design – Both lots achieve minimum size and frontage requirements and are consistent with the established subdivision pattern of the locality. ▪ Constraints & Integration – the steep slopes present on the site (and surrounding residential area) will be appropriately managed. No other development constraints are present that would prevent lawful use. Services (water, sewer, stormwater, access, and	☒Compliant ☐N/A ☐Performance Solution

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

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose; (iii) maximise the quality and utility of the public realm.		

3.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot			
PO1 Development results in lots and an arrangement of lots that: (a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; (b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (c) feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; (d) complement the streetscape, local context and character for the locality; (e) address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. *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*	AO1 Table 9.4.10.3.B specifies for small lots in the Infill housing precinct of the Character residential zone (where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling): • 300m^2 minimum lot size, • 6x15m minimum rectangle dimension, • 7.5m average lot width and minimum frontage Lot 1 (small lot) is 440m^2, achieves a minimum rectangle dimension of 17x19m, and has an average lot width of approximately 18m, in excess of the required 7.5m, which complies. Lot 2 (small lot) is 449m^2, achieves a minimum rectangle dimension of 20x18m, and achieves an average lot width of approximately 18m, in excess of the required 7.5m, which complies.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. *Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.* *Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.*		
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *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*	AO1.2 A building envelope plan nor a development footprint plan is required.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	for the application of a building envelope plan or a development footprint plan. *Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.*		
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: (a) across a proposed lot boundary; or (b) within a setback required by the planning scheme. *Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.* *Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.*	AO1.3 The existing dwelling will be contained entirely within the boundaries of proposed Lot 1, albeit with a minimal shortfall in side boundary setback requirements under the Dwelling house (small lot) code. Notwithstanding, the proposal is considered to meet the intent of corresponding PO1. The proposed lot layout enables the relevant outcomes and standards required by the planning scheme to be achieved. The proposed setback non-compliance with the Dwelling house (small lot) code has been assessed and is not considered to result in any discernible impacts in comparison to a compliant setback given the negligible nature of the shortfall, being 0.089m. The proposed allotments are consistent with the outcomes sought by the Character residential zone and Ithaca district neighbourhood plan, providing lots capable of containing existing development and/or new development which complements the	☐Compliant ☐N/A ☒Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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.*	streetscape and local context and character. Both allotments feature a useable shape able to accommodate the minimum rectangle dimensions in Table 9.4.10.3.B (AO1.1), and which address the relevant development constraints. The proposal is consistent with PO1.	
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,	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	AO2.1 None of the specified works are required.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
retaining walls and earthworks: (i) minimise adverse impacts to vegetation, natural features and topography; (ii) avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; (d) minimise adverse impacts to the utility of existing or proposed transport network elements.	no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. *Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.*		
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.	AO2.2 No new development is proposed.	☐Compliant ☒N/A ☐Performance Solution
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.	AO As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. *Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.*		
	AO2.4 Development does not involve the creation of canals or artificial waterways.	AO2.3 No canals or artificial waterways are proposed to be created.	☒Compliant ☐N/A ☐Performance Solution
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; (b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; (c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; (d) to maintain the safety and efficiency of the transport	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: (a) design and construction in accordance with the road hierarchy; (b) safe travel for pedestrian, cyclists and vehicles; (c) access to properties for all modes; (d) utilities; (e) high levels of aesthetics and amenity, improved liveability and future growth; (f) a high-quality streetscape; (g) a low-maintenance asset with minimal whole-of-life cost. *Editor's note—See Section B for additional requirements where new road is proposed.*	AO3.1 Appropriate pavement and concrete kerb and channel will be provided where required in accordance with AO3.1.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.2 Each lot is capable of achieving access in compliance with the standards in the TAPS planning scheme policy. Access will be constructed as part of the future build stage.	☒Compliant ☐N/A ☐Performance Solution
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: (a) direct; or (b) via a formal access arrangement that is: (i) registered on a title over another lot; or (ii) a reciprocal access easement; or (iii) over common property; (iv) located as far away as practicable from an existing or proposed dwelling; (v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy; (c) the width specified: (i) in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or	AO3.3 Each lot is capable of providing access in accordance with the specified requirements. Access will be constructed as part of the future build stage.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(ii) in Table 9.4.10.3.B where in any other zone; (d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.		
	AO3.4 Development provides safe sight distances at the following locations: (a) an access point along the frontage of each lot; (b) a junction and an intersection, including corner truncation; (c) a pedestrian or cyclist crossing.	AO3.4 Safe sight distances are capable of being achieved.	☒Compliant ☐N/A ☐Performance Solution
	AO3.5 Development provides grades within a lot that: (a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; (b) do not require cut and fill in excess of 1m in height.	AO3.5 Grades will be provided as required to comply.	☒Compliant ☐N/A ☐Performance Solution
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*	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	AO4.1 Each lot is capable of being serviced in accordance with the specified requirements.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
government may impose) of the Planning Act 2016.	servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.		
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	AO The proposal provides a stormwater system in compliance with the standards specified in the Stormwater code.	☒Compliant ☐N/A ☐Performance Solution
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or (b) a 6m long by 3 equal chord truncation if a minor road.	AO4.3 Corner truncation of each corner of the site is provided as required.	☒Compliant ☐N/A ☐Performance Solution
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; or	AO5 The proposed development represents compliant lot sizes and will not create adverse impacts associated with the normal occupation of the lot.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	(c) mitigating hazard impacts, including through buffers, structures or other necessary measures. *Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:* ▪ *contaminated land;* ▪ *transport noise corridors on State-controlled roads and the rail network.* *The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.*		
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: (a) rearranging the boundaries of a lot; or (b) volumetric format plan subdivision; or (c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.			
PO6 Development ensures that any rearrangement of a lot boundary: (a) does not create additional lots; (b) wholly contains infrastructure and services within the lot they serve;	AO6 No acceptable outcome is prescribed.	AO6 No additional lots are being created. Infrastructure and services will be wholly contained within the lot they serve. The dimension, arrangement and size of the lots is consistent with the character intended for the locality and the outcomes of the Character	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) results in lots having a dimension, arrangement and size that maintains or improves consistency with the: (i) character intended for the locality; (ii) outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.		residential zone, infill precinct, Ithaca district neighbourhood plan and relevant overlays.	
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: (a) facilitate efficient development; (b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; (c) are in accordance with an existing development approval or approved building; (d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO7 No acceptable outcome is prescribed.	AO7 No volumetric subdivision is proposed.	☐Compliant ☒N/A ☐Performance Solution
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub- categories,	AO8.1 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design,	AO8.1 The site is located within 1 zone.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
provides for the: (a) different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; (b) lawful uses intended for the site and the locality.	arrangement and boundaries for proposed lots to the extent relevant.		
	AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	AO8.2 The reconfiguration does not involve multiple zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.	☐Compliant ☒N/A ☐Performance Solution
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	AO8.3 As above.	☐Compliant ☒N/A ☐Performance Solution
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: (a) 10 or more lots; or (b) road reserve or new road; or (c) cycle or pedestrian routes.			
PO9 Development ensures that the transport network and all its component elements is designed to: (a) facilitate the efficient and cost-effective provision and maintenance of infrastructure; (b) deliver the intended functional outcome of each element; (c) have a clear hierarchical structure using the existing network classification; (d) provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks	AO9 Development provides a transport network that: (a) is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; (b) completes, aligns and integrates with the relevant components of the surrounding transport network identified through: (i) the Road hierarchy overlay map; (ii) the Bicycle network overlay map; (iii) the Streetscape hierarchy overlay map;	AO9 No additional lots, new roads or cycle/pedestrian routes are proposed.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.*	(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 {Link, 10350,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*		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; ▪ *is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.*		
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: (a) are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; (b) are safe, suitably shaded and embellished, attractive and efficient; (c) link destinations such as major developments, public transport stops and parks along the safest,	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	AO10.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
most direct and convenient routes; (d) provide routes that are on areas of least slope and avoid potential hazards such as flooding; (e) run predominantly along public spaces including streets or parks that are fronted by dwellings; (f) are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; (g) are widened at potential vehicle conflict points. *Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.* *Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.*	approval or structure plan applies. *Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.*		
	AO10.2 Development provides pathway links outside the road corridor that: (a) comply with the Infrastructure design planning scheme policy; (b) incorporate key elements of crime prevention through environmental design, including: (i) having a maximum length of 40m; (ii) providing a direct line of sight between ends of the link; (iii) connecting between the road network and the park where development is located between them. *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.*	AO10.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: (a) safe and efficient movement of users, including vehicles, cyclists and pedestrians; (b) vehicle parking; (c) access to properties, including accommodation of the largest design service vehicle; (d) construction and maintenance of public utilities; (e) landscaping, street trees and shading; (f) safety and visibility; (g) integrated pedestrian and cyclist movement and safety; (h) noise reduction; (i) required design vehicles; (j) utility services.	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	AO11 As above.	☐Compliant ☒N/A ☐Performance Solution
PO12 Development provides a road network that: (a) includes a minor road network that creates convenient and safe movement between uses and to major roads; (b) positively contributes to and	AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	AO12.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO12.2 Development provides a minor road frontage for a minimum 50% of any park	AO12.2 As above.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	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.	AO12.3 As above.	☐Performance Solution ☐Compliant ☒N/A ☐Performance Solution
PO13 Development provides connected	AO13 Development involving new road ensures	AO13 As above.	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
road, pedestrian and bicycle networks.	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 acco`mmodates a maximum of 1,000 vehicle movements per day.		☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.		
PO14 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 As above.	☐Compliant ☒N/A ☐Performance Solution
PO15 Development provides intersection designs that ensure: (a) safety, efficient function and visibility for vehicles, pedestrians and cyclists; (b) verge areas that provide	AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	AO15 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
sufficient space for safe pedestrian movement; (c) sufficient space for infrastructure and traffic management.			
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO16 As above.	☐Compliant ☒N/A ☐Performance Solution
PO17 Development provides a transport network that is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.	AO17 As above.	☐Compliant ☒N/A ☐Performance Solution
Section C—Specific performance outcomes and acceptable outcomes applicable to development			
Section C1—Development for reconfiguring a lot involving any of the following: (a) a site that is more than 1ha in the Emerging community zone; or (b) the number of potential dwellings is 20 or more in the Emerging community zone; or (c) a site that is more than 7,000m2 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 350m^2 where not associated with a material change of use or in accordance with an approved building. *Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.*			
PO18 Development delivers contained,	AO18.1 Development is designed and sited in	AO18.1	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: (a) the lot frontage of all residential lots is within: (i) 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; (ii) 800m walking distance of a local shop and services; (b) the greatest intensity of development is within 400m walking distance from: (i) a centre other than a Neighbourhood centre; (ii) high frequency public transport; (c) if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (d) connected transport and public parks networks are provided to encourage public and active transport use within and between	compliance with: (a) the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: (i) integration, connection and relationship of the site with surrounding land uses; (ii) roads, pathways, bicycle and public transport stops and stations; (iii) character and environmental values and development constraints; (iv) parks and key destinations such as centres and community facilities; or (b) a structure plan prepared in accordance with the Structure planning planning scheme policy. *Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy* where this information	The proposal does not involve any of the specified activities.	☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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*	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.	AO18.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.			
PO19 Development ensures that the layout retains and responds to: (a) physical features such as topography, natural drainage systems and significant vegetation; (b) existing heritage or character buildings; (c) adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. *Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement* of this outcome	AO19.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	AO19.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: (a) a high proportion of dwellings close to public transport stops; (b) higher density residential development close to transport stops; (c) non-residential or high trip-generating uses immediately proximate to transport stops.	AO20 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	AO20 As above.	☐Compliant ☒N/A ☐Performance Solution
PO21	AO21.1	AO21.1	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	Development provides lots that are generally designed and positioned to locate: (a) small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; (b) larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.	As above.	☐Compliant ☒N/A ☐Performance Solution
	AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	AO21.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: (a) meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; (b) is consistent with the surrounding lot character; or (c) provides a gradual transition in lot character where the site's location provides opportunities	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	AO22.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
to locate near public transport stops and stations and enables ease of access to services and facilities. *Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.*	Low-medium density residential zone; or (c) if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. *Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.*		
	AO22.2 Development fronting an existing or proposed road provides: (a) no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; (b) no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; (c) if adjoining land in the Residential	AO22.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	zones category or the Emerging community zone: (i) a consistent lot character; (ii) a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. *Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.* *Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.*		
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: (a) site access opportunities or restrictions; (b) positive streetscape or park	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;	AO23 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
interface opportunities; (c) opportunities to locate near transport stops or on transport routes; (d) uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; (e) development interfaces and land use transitions to residential uses.	(b) on the end of street blocks or corners; (c) within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; (d) so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.		
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO24.1 Development where providing lots for multiple dwellings: (a) facilitates direct pedestrian and vehicle access to ground-floor dwellings; (b) locates lots: (i) on corner sites; or (ii) at the ends of street blocks; or (iii) where they have dual frontage. *Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.*	AO24.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO24.2 Development ensures that a lot that is less than 350m^2 or with a frontage width less than 10m: (a) is located mid-block or adjacent to a park where there is dual frontage; (b) is located in a group up to but not more	AO24.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	than 6 in a row to enable integrated design and construction solutions; (c) if serviced by a rear lane, the lane is no longer than 60m in length.		
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	AO24.3 As above.	☐Compliant ☒N/A ☐Performance Solution
PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: (a) for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; (b) to maximise outdoor private space, privacy and amenity; (c) to provide convenient on-site vehicle access and parking.	AO25.1 Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	AO25.1 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO25.2 Development with lots less than 600m2 provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	AO25.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: (a) the nature of surrounding parks; (b) the needs of occupants and visitors; (c) the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	AO26 As above.	☐Compliant ☒N/A ☐Performance Solution
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: (a) not complying with the dimensions in Table 9.4.10.3.B; or			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(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: (a) intended character of a locality; (b) quality of the public realm and the provision of street trees; (c) availability of on-street car parking; (d) natural, character or heritage features of the lot. *Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	AO27.1 Development where a small lot and not complying with the dimensions in Table provides a development footprint plan: (a) formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; (b) 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; (c) 1.5m to any secondary street frontage where for a corner lot; (d) 3m to any private open space on an existing or proposed adjoining small lot. *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.*	AO27.1 Not applicable, the proposed small lots comply with the dimension requirements and have a frontage width of more than 10m.	☐Compliant ☒N/A ☐Performance Solution
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m.	AO27.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. *Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	AO27.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or	AO27.4 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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			
PO28 Development provides a lot layout plan that: (a) facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; (b) minimises impacts to existing or potential incompatible land uses.	AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.	AO28.1 The site is not located within the specified zones.	☐Compliant ☒N/A ☐Performance Solution
	AO28.2 Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	AO28.2 As above.	☐Compliant ☒N/A ☐Performance Solution
PO29 Development for industrial uses that are proposed to be serviced by a railway, road freight depot,	AO29 Development provides lots that are arranged to: (a) provide direct frontage to a railway,	AO29 As above.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
intermodal terminal, airport or seaport maximises access to these facilities.	road freight depot, intermodal terminal, airport or seaport loading and unloading area; (b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.		☐Performance Solution
PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: (a) are of a size that facilitates a variety of industrial and industry compatible land uses; (b) are not subdivided or otherwise fragmented into unviable lot sizes.	AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	AO30 As above.	☐Compliant ☒N/A ☐Performance Solution
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone *Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.*			
PO31 Development: (a) facilitates the integration of centre and mixed uses with adjacent uses and features; (b) complements and enhances existing or proposed public spaces; (c) ensures minimum impact on the amenity of adjacent and nearby	AO31 No acceptable outcome is prescribed.	AO31 The site is not located within the specified zones.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
areas; (d) provides for reasonable buffers between any existing or potential incompatible land uses.			
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan			
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. *Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.* *Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.*	AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: (a) consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; (b) minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; (c) does not further fragment viable rural land. *Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.*	AO32 The site is not located within the specified zones/areas.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO33 Development provides vehicular access that is: (a) available to each lot or building envelope area; (b) does not result in the loss of ecological features, significant vegetation and koala habitat trees. *Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.*	AO33 Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. *Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	AO33 As above.	☐Compliant ☒N/A ☐Performance Solution
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots			
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land			
PO34 Development does not result in: (a) the use of a premises being impaired or made unlawful; (b) dependent activities of a use becoming separated by titling; (c) the functioning of the relevant development approval being compromised. *Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the*	AO34.1 Development ensures: (a) the use of premises remains lawful; (b) development remains in compliance with planning and building standards and development approvals.	AO34.1 Not applicable.	☐Compliant ☒N/A ☐Performance Solution
	AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	AO34.2 Not applicable.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
industrial use component. *Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.* *Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.*			
If involving a standard format lot with common property such as requiring a community management scheme under the Body Corporate and Community Management Act 1997 *Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.*			
PO35	AO35	AO35	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions: (a) for siting and constructing the intended building and any ancillary outbuilding and structure; (b) for the provision of private open space, vehicle access and parking; (c) that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. *Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.*	No acceptable outcome is prescribed	No common property is proposed.	☐Compliant ☒N/A ☐Performance Solution
PO36 Development provides internal access ways and driveways that: (a) are designed to clearly indicate the function of the access way; (b) provide acceptable levels of	AO36.1 Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: (a) internal access ways that are designed	AO36.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	in compliance with Table 9.4.10.3.C; (b) internal driveways serving a single dwelling that are a maximum of 3m wide; (c) driveways serving more than 3 lots that are at least 4m wide.		
	AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO36.2 As above.	☐Compliant ☒N/A ☐Performance Solution

3.2 Filling and Excavation Code

Effective V36 12 June 2026

Please refer to the attached civil code assessment prepared by *WC Designs*.

3.3 Infrastructure Design Code

Effective V36 12 June 2026

Please refer to the attached civil code assessment prepared by *WC Designs*.

3.4 Landscape Work Code

Effective V36 12 June 2026

The proposal is limited to partial demolition of the existing dwelling on the site (prescribed accepted development), and a reconfiguration of a lot, with Lot 1 containing the existing dwelling, and Lot 2 vacant for future residential development. No new residential development is proposed as part of this application. The existing landscaping on Lot 1 will be retained where possible. Landscaping matters will be considered at time of future development/redevelopment on Lot 1 and/or Lot 2.

3.5 Outdoor Lighting Code

Effective – V36 12 June 2026

3.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Outdoor lighting code is to assess the suitability of outdoor lighting.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Outdoor lighting efficiently lights a desired area while minimising the adverse impacts of spill lighting on adjoining uses. (b) Outdoor lighting does not create an adverse impact on the behaviour of native fauna.	No outdoor lighting is proposed.	☐Compliant ☒N/A ☐Performance Solution

3.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. *Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS*	AO1.1 No outdoor lighting is proposed.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	4282-1997 Control of the obtrusive effects of outdoor lighting.		
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off Luminar.	AO1.2 No outdoor lighting is proposed.	☐Compliant ☒N/A ☐Performance Solution

3.6 Park Planning and Design Code

Effective – V36 12 June 2026

The proposal does not involve any parks, therefore this code is not applicable and consequently has not been assessed.

3.7 Stormwater Code

Effective – V36 12 June 2026

Please refer to the attached civil code assessment prepared by *WC Designs*.

3.8 Transport, Access, Parking and Servicing Code

Effective V36 12 June 2026

3.8.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses.	The proposed development involves a reconfiguration of a lot (2 into 2 boundary realignment) and does not introduce any additional transport, access, parking or servicing demands beyond those typically associated with low density residential development.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Development enhances the potential for trip making other than by private vehicle. (c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses. (d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use. (e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system. (f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the community's reasonable expectations and avoid risk of damage to people, property and vehicles. (g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient. (h) Development provides for walking and cycling routes and end-of-trip facilities for pedestrians and cyclists, designed and located to make walking and cycling attractive and viable transport options. (i) Development envisaged by the planning scheme, which will potentially have an adverse impact on the operation of the transport network, is designed and of a scale that maintains the safety and efficiency of the transport network. (j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which: (i) are safe and convenient to use;	Each lot is capable of achieving safe and functional access arrangements. The proposal will not adversely impact the safety or efficiency of the surrounding transport network, nor the amenity of adjoining properties.	

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users. (k) Development provides for on-site servicing that is safe, convenient to use, but discrete, and adequate to meet the reasonably expected demands generated by the development, without significant adverse impacts on the external road system or adjacent premises. (l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.		

3.8.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 The proposed development involves a reconfiguration of a lot (boundary realignment – 2 into 2) and will comply with the relevant standards of the transport, access, parking and servicing planning scheme policy.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: ▪ *is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;* ▪ *is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;* ▪ *ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.*			
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	AO2 No acceptable outcome is prescribed.	AO2 The proposal does not involve development of a major site.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.			
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 Each lot is capable of providing access that is located and designed in accordance with the TAPS planning scheme policy. Access will be constructed at the future build stage.	☒Compliant ☐N/A ☐Performance Solution
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.2 No new easements are required.	☐Compliant ☒N/A ☐Performance Solution
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. *Note—The Infrastructure design planning scheme policy provides additional guidance*	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	AO4.1 The proposed development involves a reconfiguration of a lot (boundary realignment – 2 into 2) and does not propose walking and cycle routes on the carriageway or through the site.	☐Compliant ☒N/A ☐Performance Solution
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
on how to comply with this performance outcome.	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	AO4.3 As above.	☐Compliant ☒N/A ☐Performance Solution
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (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*	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.1 The proposal involves a reconfiguration of a lot (boundary realignment – 2 into 2) and is not required to provide bicycle spaces.	☐Compliant ☒N/A ☐Performance Solution
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	AO5.2 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	AO5.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	AO5.4 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO5.5 Development provides bicycle parking which is constructed in compliance with the	AO5.5 As above.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Transport, access, parking and servicing planning scheme policy.	standards in the Transport, access, parking and servicing planning scheme policy.		☐Performance Solution
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 As above.	☐Compliant ☒N/A ☐Performance Solution
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 As above.	☐Compliant ☐N/A ☐Performance Solution
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	AO8 The proposal is for a 2 into 2 lot boundary realignment with no development proposed as part of this application. Future development will be able to accommodate appropriate pedestrian and cyclist access as required.	☐Compliant ☒N/A ☐Performance Solution
PO9	AO9.1 No acceptable outcome for access is prescribed, for a major development (as	AO9.1 The proposal does not involve a major development.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	described in the Transport, access, parking and servicing planning scheme policy).		☐Performance Solution
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	AO9.2 Each lot will be able to accommodate a site access driveway to the lowest order road frontage.	☒Compliant ☐N/A ☐Performance Solution
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO9.3 The proposed development involves a reconfiguration of a lot (boundary realignment – 2 into 2). Each lot is capable of accommodating access that complies with the relevant sight distance requirements in compliance with the transport, access, parking and servicing planning scheme policy.	☒Compliant ☐N/A ☐Performance Solution
	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.	AO9.4 Each lot is capable of providing an access driveway in accordance with the TAPS planning scheme policy, and which does not impact any bus stop, taxi rank, pedestrian crossing or refuge.	☒Compliant ☐N/A ☐Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it	AO9.5 The subject site does not require access from any major roads.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	is necessary to limit access points to a major road.		☐Performance Solution
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	AO10 No acceptable outcome is prescribed.	AO10 Footpaths will be reinstated where required for the proposed access to each lot.	☒Compliant ☐N/A ☐Performance Solution
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 Each lot is capable of accommodating driveway that achieve the required d sight distances.	☒Compliant ☐N/A ☐Performance Solution
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	AO11.2 No convex mirrors are proposed.	☐Compliant ☒N/A ☐Performance Solution
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance	AO12 The site is not located in the city core or city frame.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
private car use and encourage walking, cycling and the use of public transport.	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.*		
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the 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.*	AO13 Not applicable. The proposal relates to a boundary realignment. Each lot will be able to accommodate on-site car parking in accordance with the planning scheme policy.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	AO14.1 Not applicable. The proposal relates to a boundary realignment. Each lot will be able to accommodate on-site car parking in accordance with the planning scheme policy.	☐Compliant ☒N/A ☐Performance Solution
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14.2 Not applicable. The proposal relates to a boundary realignment.	☐Compliant ☒N/A ☐Performance Solution
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;	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. The proposal relates to a boundary realignment.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(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*	AO16 The existing dwelling incorporates CPTED principles, including through dwelling orientation which promotes safety and facilitates casual surveillance. The proposed lot layout enables future development on Lot 2 (or redevelopment on Lot 1) to incorporate CPTED principles.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	environmental design, refer to the Crime prevention through environmental design planning scheme policy.		
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. *Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.*	AO17 As above. Appropriate access control will be achieved on Lot 1. Future development on Lot 2 will be able to incorporate vandalism prevention techniques.	☒Compliant ☐N/A ☐Performance Solution
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 The proposed development is residential in nature. Each lot will be able to accommodate the required service areas as required.	☒Compliant ☐N/A ☐Performance Solution
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a	AO19.1 Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the	AO19.1 As above.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.		
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	AO19.2 As above.	☒Compliant ☐N/A ☐Performance Solution
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO19.3 Development on the site will utilise kerbside collection.	☒Compliant ☐N/A ☐Performance Solution
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	AO20 Service vehicles will use the shortest, most direct route as required.	☒Compliant ☐N/A ☐Performance Solution
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21	AO21.1	AO21.1	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	No freight-dependent development is proposed nor anticipated in future.	☒N/A ☐Performance Solution
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	AO21.2 As above.	☐Compliant ☒N/A ☐Performance Solution

3.9 Waste Water Code

Effective V36 12 June 2026

3.9.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Wastewater code is to assess the suitability of an on-site wastewater system for development on land outside of sewered area.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development incorporates an on-site wastewater system that is suited to the site and the nature of the development.	The stie is located in an established urban area where reticulated sewer is available.	☒Compliant ☐N/A

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(b) Development does not adversely impact the environmental values of surface water and groundwater as a result of the installation and operation of an on-site wastewater system. (c) Development does not increase the public health risk due to normal operation or any foreseeable circumstances. (d) Development incorporates measures for sustainable use of effluent to irrigate plants via a sub-surface irrigation system.		☐Performance Solution

3.9.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures that the intensity and scale of the change of use of premises does not: (a) increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality; (b) increase any health risks during a system failure; (c) deteriorate the water quality of existing or proposed water supplies; (d) limit the sustainable disposal of domestic effluent.	AO1 Development ensures that the proposed disposal system complies with the requirements of: (a) the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*; (b) AS/NZS 1547:2012 On-site domestic wastewater management; (c) *Plumbing and Drainage Act 2018;* (d) the Queensland plumbing and wastewater code. *Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.*	AO1 Not applicable, the site is located in an established urban area where reticulated sewer is available.	☐Compliant ☒N/A ☐Performance Solution
PO2 Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient	AO2.1 Development is on a lot with a minimum size of 2,000m^2 or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater.	AO2.1 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
disposal of domestic effluent in a manner that: (a) minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments; (b) limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.	AO2.2 Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the: (a) secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; (b) *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*; (c) AS/NZS 1547:2012 On-site domestic wastewater management, (d) Plumbing and Drainage Act 2018; (e) Queensland plumbing and wastewater code.	AO2.2 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: (a) with a slope of less than 15%, or where the land is terraced to receive the full disposal area; (b) no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; (c) above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; (d) no closer than 25m to a cut or embankment.	AO2.3 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO2.4	AO2.4 As above.	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	Development ensures that the proposed sub-surface on-site effluent disposal system is not located: (a) on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; (b) within 0.6m of a permanent watertable; (c) within 1m of bedrock; (d) on land composed mainly of sand, gravel, fractured rock or heavy clay.		☐Performance Solution
	AO2.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	AO2.5 As above.	☐Compliant ☒N/A ☐Performance Solution
	AO2.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	AO2.6 As above.	☐Compliant ☒N/A ☐Performance Solution

4. OVERLAYS

4.1 Community Purposes Network Overlay Code

Effective V36 12 June 2026

4.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) This code applies to assessing development in the Community purposes network overlay, if: (a) assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or (b) impact assessable development.		
(2) Land within the Community purposes network overlay is identified on the Community purposes network overlay map and is included in the following sub-categories: (a) Existing trunk park sub-category; (b) Existing non-trunk park sub-category; (c) Existing community facilities and land for community facilities sub-category; (d) LGIP planned land for community facilities specific location sub-category; (e) LGIP planned park acquisition specific location sub-category; (f) LGIP planned park upgrade specific location sub-category; (g) LGIP planned park embellishment specific location sub-category; (h) LGIP planned corridor park specific location sub-category; (i) Long term land for community facilities specific location sub-category; (j) Long term park specific location sub-category; (k) Long term corridor park specific location sub-category.		
(3) When using this code, reference should be made to section 1.5 and section 5.3.3. *Note: The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.* *Editor's note: Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.*		
(a) Implement the policy direction in the Strategic framework in particular: (i) Theme 4: Brisbane's highly effective transport and infrastructure, Element 4.2 — Brisbane's other infrastructure networks and Element 4.3 — Brisbane's coordinated infrastructure planning and delivery;	The subject lot is not identified for community infrastructure in the Local Government Infrastructure Plan and does not require provision of parkland or community facilities. The proposal will not impact the provision, layout, or function of existing or planned community infrastructure and will not compromise completion of the Community Purposes Network.	☒Compliant ☐N/A ☐Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(ii) Theme 5: Brisbane's CityShape and Element 5.6 — Brisbane's Greenspace System.1 (b) Development which is assumed future urban development contributes to the completion of the Community purposes network through the provision of the existing and planned infrastructure for the parks network and land for the community facilities network in the Local government infrastructure plan. (c) Development which is not assumed future urban development contributes to the completion of the Community purposes network through the provision of additional trunk infrastructure costs for long term infrastructure for the parks network and land for the community facilities network in the Long term infrastructure plans. (d) Development which provides existing and planned infrastructure for the Community purposes network in the Local government infrastructure plan ensures the provision, location, layout and configuration of the park and land for community facilities meets community needs and contributes quality assets. (e) Development does not compromise the completion of the Community purposes network.		

4.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category			
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the	AO1 The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy		
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned	AO2 No acceptable outcome is prescribed.	AO2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. *Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.* *Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.*			
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following:	AO3 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; o (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. *Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.*	(a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category			
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities	AO4 Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local	AO4 The site is not located within any of the specified areas.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in	AO5 No acceptable outcome is prescribed.	AO5 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
the Local government infrastructure plan involving (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. *Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.* *Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.*			
PO6	AO6	AO6 As above.	☐Compliant

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and future urban development in the planning scheme areas; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area 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 protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.		☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
development clear of the area of long term infrastructure, may be imposed.			

4.2 Regional Infrastructure Corridors and Substations Network Overlay Code

Effective V36 12 June 2026

4.2.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Regional infrastructure corridors and substations overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular Theme 4: Brisbane's highly effective transport and infrastructure networks, Element 4.1 – Brisbane's transport infrastructure network and Element 4.2 – Brisbane's other infrastructure networks. (b) Provide for the assessment of the suitability of development in the Regional infrastructure corridors and substations overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development of 'at risk' activities are located a safe distance from a gas pipeline and development in the vicinity of a gas pipeline is not at unnecessary risk.	The site is not located in the vicinity of a gas pipeline.	☐Compliant ☒N/A ☐Performance Solution
(b) Development does not adversely impact on the safe operation and maintenance of a gas pipeline, an oil pipeline, or major transport infrastructure.	The site is not located in the vicinity of a gas pipeline	☐Compliant ☒N/A ☐Performance Solution
(c) Development does not compromise the potential future re-use of a decommissioned oil pipeline.	The site is not located in the vicinity of an oil pipeline	☐Compliant ☒N/A ☐Performance Solution
(d) Development is sited and designed to not impede the functioning and maintenance of high voltage electrical infrastructure.	The site is not located in the vicinity of a gas pipeline	☐Compliant ☒N/A ☐Performance Solution
(e) Development does not compromise the integrity, operation or maintenance of sub-surface transport infrastructure.	The development will not compromise the integrity, operation or maintenance of the sub-surface transport infrastructure.	☒Compliant ☐N/A ☐Performance Solution

4.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If in the Gas pipeline 20m sub-category or the Gas pipeline 100m sub-category			
PO1 Development does not create a risk to life or property and does not compromise the safe operation of a gas pipeline.	AO1 Development: (a) will not compromise the safe operation of a gas pipeline in accordance with the written confirmation of the pipeline licence holder of the gas pipeline; or (b) is only for a boundary realignment.	AO1 The site is not in proximity to a gas pipeline.	☐Compliant ☒N/A ☐Performance Solution
Section B—If in the Oil pipeline 15m sub-category or the Oil pipeline 100m sub-category			
PO2 Development does not create a risk to life or property and does not compromise the safe operation of an oil pipeline.	AO2 Development: (a) will not compromise the safe operation of an oil pipeline in accordance with the written confirmation of the pipeline licence holder of the oil pipeline; or (b) is only for a boundary realignment.	AO2 The site is not in proximity to an oil pipeline.	☐Compliant ☒N/A ☐Performance Solution
PO3 Development does not compromise the potential future operation of a decommissioned oil pipeline.	AO3 Development is not located on land burdened by an easement associated with a decommissioned oil pipeline or will not impact on a decommissioned oil pipeline in accordance with the written confirmation of the pipeline licence holder of a decommissioned oil pipeline.	AO3 As above.	☐Compliant ☒N/A ☐Performance Solution
Section C—If in a Major electricity infrastructure high voltage powerline sub-category or the Major electricity infrastructure high voltage powerline easement sub-category			
PO4	AO4.1	AO4.1	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development for reconfiguring a lot for land subject to high voltage electrical work avoids exposing people to unacceptable electromagnetic radiation or electrocution risk.	Development ensures that reconfiguring a lot for land subject to the Major electricity infrastructure high voltage powerline easement sub-category achieves the minimum safety clearances set out in the Electricity Safety Regulation 2002.	The site is not in proximity to major electrical infrastructure.	☐Compliant ☒N/A ☐Performance Solution
	AO4.2 Development ensures that the expected level of hazard and risk to a resident within proximity to high voltage electrical works is within acceptable limits.	AO4.2 As above.	☐Compliant ☒N/A ☐Performance Solution
Section D—If in the Major transport infrastructure sub-category			
PO5 Development does not compromise the ability to safely operate and maintain major transport infrastructure.	AO5 Development will not compromise the safe operation and maintenance of major transport infrastructure in accordance with the written confirmation of the infrastructure owner.	AO5 The site is not located in proximity to major transport infrastructure.	☐Compliant ☒N/A ☐Performance Solution
Section E—If in the Major sub-surface transport infrastructure sub-category			
PO6 Development does not adversely impact the structural integrity or ongoing operation and maintenance of major sub-surface transport infrastructure that is an existing or proposed tunnel.	AO6 Development does not exceed the design constraints of major sub-surface transport infrastructure set out in Table 8.2.17.4 in accordance with the written confirmation of the infrastructure owner.	AO6 The proposal will not exceed the design constraints of major sub-surface transport infrastructure outlined in Table 8.2.17.4.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO7 Filling, excavation and construction does not adversely impact the structural integrity, on-going operation and maintenance of a Council-controlled transport tunnel or a future Council-controlled transport tunnel.	AO7 Filling and excavation does not undermine, cause subsidence of, or groundwater seepage into a Council-controlled transport tunnel or a future Council-controlled transport tunnel in accordance with the written confirmation of the infrastructure owner.	AO7 Any site works will be undertaken in a manner that does not undermine, cause subsidence of, or cause groundwater seepage into a Council-controlled transport tunnel.	☒Compliant ☐N/A ☐Performance Solution

4.3 Road Hierarchy Overlay Code

Effective - V36 12 June 2026

4.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Road hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks; (ii) Theme 2: Brisbane's outstanding lifestyle and Element 2.1 – Brisbane's identity. (b) Provide for the assessment of the suitability of development in the Road hierarchy overlay.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain. (b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists. (c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road	The proposed development involves the creation of two residential allotments, each capable of containing a vehicle access that is compatible with the surrounding land transport network and will not compromise the safe and efficient operation of the road hierarchy. No new roads are proposed nor required. The road network will be able to accommodate the likely transport movements resulting from future development of the lots, and ensure the safe and efficient movement of people and goods.	☒Compliant ☐N/A ☐Performance Solution

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

4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use			
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations;	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	AO1.1 Not applicable, the proposal is not accepted development subject to compliance nor assessable development for a material change of use.	☐Compliant ☒N/A ☐Performance Solution
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	AO1.2 As above.	☐Compliant ☒N/A ☐Performance Solution

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

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. *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.*	AO2.2 As above.	☐Compliant ☒N/A ☐Performance Solution
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3 No acceptable outcome is prescribed.	AO3 The proposal involves a boundary realignment (2 into 2), with one lot to contain the existing dwelling, and the other to be vacant for future residential development. Both lots are sufficiently sized and shaped with road frontage, with appropriate access. No extension, expansion or widening of the existing or future road network is required.	☐Compliant ☒N/A ☐Performance Solution
PO3A	AO3A No acceptable outcome is prescribed.	AO3A The subject site is located within an established urban area. As such, future	☐Compliant ☒N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Development provides for the payment of extra trunk infrastructure costs for the following: (e) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (f) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.		widening and expansion of the road hierarchy is unlikely to be required.	☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. *Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.*			
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category			
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which:	AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	AO4 The site is not in or adjacent to a District, Suburban or Arterial road.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. *Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.*			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy			
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	AO5 Each lot will be provided vehicle access to the road network in accordance with the road hierarchy, and in a manner that avoids unacceptable impacts to the road network.	☒Compliant ☐N/A ☐Performance Solution
PO6	AO6.1 Development ensures that a new or upgraded road is designed and constructed	AO1 No new or upgraded roads are proposed.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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;	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).*	AO6.2 The reconfiguration will be undertaken in a manner that preserves the function of the road hierarchy and addresses all impacts on the road network. Future development on Lot 2 will be able to achieve the same.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(i) preserves the function of the road hierarchy and addresses all impacts to the road network.			
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 No access from a major road will be required for the proposed development and intended future residential development on the lot(s).	☒Compliant ☐N/A ☐Performance Solution
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	AO8 No intersections are proposed.	☐Compliant ☒N/A ☐Performance Solution

4.4 Streetscape Hierarchy Overlay Code

Effective - V36 12 June 2026

4.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Streetscape hierarchy overlay code is to: (a) Implement the policy direction in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle and Element 2.1– Brisbane's identity; (ii) Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1 – Brisbane's transport infrastructure networks. (b) Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings. (b) Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration. (c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes. (d) Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone. (e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods. (f) Development maintains options for the safe movement of wildlife along a corridor.	Both Agnes Street and Hume Street are classified as Neighbourhood streets (minor), with Owen Lane classified as a laneway. The existing verges are of sufficient width to support pedestrian movement and accommodate tree plantings in accordance with the streetscape hierarchy. There are no existing street trees along the site frontage. However, there are two corner truncations on the site which are proposed to be vested in Council as road, one of which contains a well-established tree located in the north-western corner of the site. The proposal will protect and contribute to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods and maintain options for the safe movement of wildlife along a corridor. Future development on the lot(s) will be able to provide high-quality landscape treatments that reinforces the streetscape and prioritisation of safety for pedestrians and cyclists.	☒Compliant ☐N/A ☐Performance Solution

4.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO1 There is no verge along Owen Lane, of which there is no specified verge width under Table 8.2.20.3.B or the Infrastructure design planning scheme policy. Thus, these existing arrangements are compliant. The proposed development seeks to maintain the existing verge width along Hume Street and Agnes Street, which is less than the 3.75m benchmark for identified Minor Neighbourhood Streets under Table 8.2.20.3.B. The maintaining the existing verge width to Hume and Anges Street is considered appropriate having regard to the established streetscape conditions, existing site constraints and the limited practical opportunity to achieve a consistent wider verge outcome along the length of all three streets: ▪ Existing physical constraints: The existing verge width along Hume Street and Agnes Street is consistently less than 3.75m. Hume Street is characterised by significant topography and existing retaining walls	☐Compliant ☐N/A ☒Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		constructed to the front property boundaries. Similarly, Agnes Street contains numerous retaining walls and other structures built to the front boundaries, including carports. Widening the verges would therefore require substantial changes to established levels, retaining structures and frontage arrangements, making the delivery of a consistent wider verge impractical. ▪ Limited opportunity for future verge widening: The Character residential zoning and Traditional building character overlay protecting pre-1947 Dwelling houses in the streetscape, limits the extent to which redevelopment is likely to facilitate the provision of wider verges along both streets. Furthermore, adjoining properties are of a lot size that would not achieve the minimum lot size requirements if further subdivided. Accordingly, achieving a continuous 3.75 m verge through incremental redevelopment along Agnes Street and Hume Street is	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		unlikely to be a practical or foreseeable outcome. ▪ Existing services and infrastructure: As demonstrated on the servicing concept plan, the existing verges along Hume Street and Agnes Street are not constrained by existing underground services. The drainage, sewer and water, electrical, communications and gas network are already established and adequately servicing all adjacent lots, given the adjoining lots established character and operation. Consequently, additional verge width is not required to accommodate services. ▪ Maintaining streetscape functionality: The existing verge width along Agnes Street and Hume Street will continue to maintain pedestrian movement consistent with the existing streetscape and provides suitable opportunities for landscaping and street tree planting, where practicable.	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		Furthermore, Section 3.7.3.2 (5) of the Infrastructure Design PSP identifies that the minimum standard width of a verge may be relaxed: • Where the existing verge width is consistently narrower than the standard width for the length of the street block – which Agnes Street and Hume Street both exhibit; • Where the streetscape type is not a subtropical boulevard in centre, centre street or neighbourhood street major – of which Agnes Street and Hume Street are not, with both being Neighbourhood street minor. Overall, the existing verges along Agnes Street and Hume Street remain of sufficient width to provide for pedestrian movement and amenity and accommodate street tree planting. Based on the above, the proposal achieves the intent of PO1.	
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-	AO2.1 Development ensures that existing street trees are retained and protected.	AO2.1 There are no existing street trees along the site frontage. The existing tree in the north-western corner of the site will be vested in Council as road.	☒Compliant ☐N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
quality subtropical streetscape with a strong pedestrian amenity focus.	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.	AO2.2 Any streetscape works will be carried out in accordance with the requirements outlined in the acceptable outcome. This requirement can be conditioned by Council.	☒Compliant ☐N/A ☐Performance Solution
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.1 No corner land dedication is required as identified on the Streetscape hierarchy overlay map, however, two corner dedications are proposed which will protect the existing tree in the north-western corner of the site and enable future development in accordance with the specified requirements.	☐Compliant ☒N/A ☐Performance Solution
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.2 As above.	☐Compliant ☒N/A ☐Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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.	AO3.3 As above.	☐Compliant ☒N/A ☐Performance Solution
If in or on a site adjoining the Wildlife movement solution sub-category			
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. *Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.*	AO4 The site is not within and does not adjoin the Wildlife movement solution sub-category.	☐Compliant ☒N/A ☐Performance Solution

8 APPENDIX 2 – STRATEGIC FRAMEWORK ASSESSMENT

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APPENDIX 2 – STRATEGIC FRAMEWORK

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1. STRATEGIC FRAMEWORK

1.1 Theme 2: Brisbane's Outstanding Lifestyle

1.1.2 Element 2.1 - Brisbane's Identity

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
Element 2.1 - Brisbane's Identity			
Sense of place			
SO1 Brisbane has a strong urban legibility.	L1.1 World-leading design standards guide new iconic developments on selected City Centre sites.	The subject site is not located within the City Centre. As such this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	L1.2 Larger buildings are planned for and deliberately located to enable the design and function of such buildings to contribute positively to Brisbane's natural and built form legibility.	The proposal involves the Reconfiguration of a Lot (Boundary Realignment 2 Lots into 2 Lots) and partial demolition of the existing building (prescribed accepted development). No large buildings are proposed. As such, this criterion is not applicable.	☐Compliant ☒N/A ☐Performance Solution
	L1.3 Public realm design, building setbacks, vegetation and landscaping contribute positively to Brisbane's natural and built form and legibility.	The site is in a residential area and not in close proximity to any public recreation or other public area. Appropriate setbacks around the existing dwelling will be maintained. Existing vegetation and landscaping will be retained where possible. A future new dwelling on the vacant lot will be able to accommodate appropriate setbacks and landscaping, positively contributing to Brisbane's natural and built form and legibility.	☒Compliant ☐N/A ☐Performance Solution
SO2 Brisbane has a clear identity as a subtropical river city.	L2.1 Development protects and enhances the recreational and cultural values of the Brisbane River.	The site is not in close proximity to the Brisbane River. The proposal will not impact recreational or cultural values.	☐Compliant ☒N/A

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
			☐Performance Solution
	L2.2 Development design includes and protects visual and physical connections to the river and waterways, integrating internal and external spaces.	As above. The proposal will not impact visual or physical connections to the river.	☐Compliant ☒N/A ☐Performance Solution
	L2.3 In the City Centre, priority is given to access to the river for pedestrians through building design, attractive streetscapes, public spaces and arcades as well as pedestrian and cycle river crossings.	The site is not located in the City Centre.	☐Compliant ☒N/A ☐Performance Solution
SO3 Brisbane is experienced as a series of varied, distinctly separate neighbourhoods.	L3.1 Distinct urban neighbourhoods are identified and described, and land use and built form tailored accordingly.	The proposal seeks to retain the existing dwelling (albeit with partial demolition as prescribed accepted development), maintaining the distinct urban neighbourhood character. The new vacant allotment will be able to accommodate a built form in accordance with the outcomes sought for the area.	☒Compliant ☐N/A ☐Performance Solution
	L3.2 Development in activity centres and Growth Nodes on Selected Transport Corridors is carefully designed to create identifiable urban precincts.	The site is not located within an activity centre or Growth Node.	☐Compliant ☒N/A ☐Performance Solution
	L3.3 Features currently contributing to a community's sense of place are identified, protected and reinforced.	The existing pre-1947 character dwelling will be retained on the site, protecting and reinforcing the community's sense of place.	☒Compliant ☐N/A ☐Performance Solution
SO4	L4.1	The proposal does not involve the public domain.	☐Compliant

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
Brisbane's urban public realm contributes to the legibility, identity and sense of place of local communities.	The public domain in centres and Growth Nodes on Selected Transport Corridors is attractive being well planned, well designed and well landscaped.		☒N/A ☐Performance Solution
	L4.2 Development in centres and Growth Nodes on Selected Transport Corridors contributes to well integrated and contextually appropriate public art and community expression in local public domain, streetscapes and buildings.	The site is not located within the specified areas.	☐Compliant ☒N/A ☐Performance Solution
	L4.3 Development of Future Suburban Living Areas supports the emergence of an identifiable local character.	As above.	☐Compliant ☒N/A ☐Performance Solution
	L4.4 Key civic spaces are identified and protected, maintained and enhanced via overlays.	The proposal does not involve any civic spaces.	☐Compliant ☒N/A ☐Performance Solution
SO5 Brisbane's development and infrastructure strengthens local identity.	L5.1 Development responds to and reinforces locally distinctive design, landscape, heritage, social values, patterns of development and culture.	The existing pre-1947 character dwelling will be retained on the site, reinforcing the local identity. Future residential development on vacant Lot 2 will provide for new infill character housing which is consistent with the surrounding locality.	☒Compliant ☐N/A ☐Performance Solution
	L5.2 Infrastructure is carefully designed to contribute to sense of place and protect local attributes, values and features.	Infrastructure associated with the boundary adjustment and any future new dwelling will be carefully designed to contribute to sense of place and protect local values and features.	☒Compliant ☐N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
SO6 Brisbane's scenic assets, important cultural landscapes and urban views which contribute to the city's distinctive character are protected and made more accessible.	L6.1 Views of Brisbane's important landscapes as seen from key public vantage points are identified and protected.	The proposal will not impact views of Brisbane's important landscapes as seen from key public vantage points.	☒Compliant ☐N/A ☐Performance Solution
	L6.2 Universal access is provided to public vantage points, including key sites on the Brisbane River, the foreshores and high points.	The proposal will have no impact on access to public vantage points.	☐Compliant ☒N/A ☐Performance Solution
	L6.3 Iconic vistas are identified and protected, maintained and enhanced via overlays.	The proposal will have no impact on any iconic vistas.	☒Compliant ☐N/A ☐Performance Solution
Subtropical urban design			
SO7 Brisbane's subtropical design of development and spaces creates a point of difference and distinguishes the city from other capital cities.	L7 The siting, orientation and design of development and public spaces promotes subtropical urban design.	The proposed boundary realignment will provide for future development that is sited, oriented and designed to promote subtropical urban design.	☒Compliant ☐N/A ☐Performance Solution
SO8 Brisbane's backyards contribute strongly to local character by providing green landscapes in urban areas.	L8 Development in low density areas of Suburban Living Areas predominantly maintains a block pattern that accommodates backyards and large trees.	The proposed boundary realignment will maintain a block pattern that is consistent with the intent of the Character (Infill housing) Residential Zone.	☒Compliant ☐N/A ☐Performance Solution
SO9 Brisbane's subtropical character is accentuated by urban design where development supports outdoor living and subtropical planting that reduce urban heat island effects.	L9.1 Deep planting is incorporated as a feature into higher density development.	No new residential development or landscaping is proposed as part of this application. Future residential development will be able to incorporate appropriate planting as required.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	L9.2 Development provides landscaping and maintains vegetation to provide natural shade to mitigate heat island impacts and create comfortable pedestrian environments.	Existing landscaping and vegetation will be retained on Lot 1 where possible. Any future development on either lot will be able to accommodate landscaping and planting to mitigate heat island impacts and create comfortable pedestrian environments.	☒Compliant ☐N/A ☐Performance Solution
	L9.3 Development is encouraged to incorporate best-practice landscaping solutions.	As above.	☒Compliant ☐N/A ☐Performance Solution
SO10 Brisbane's transport routes are highly shaded to promote active travel between local destinations and provide major roads with clearly identifiable markers for travel throughout the city.	L10.1 Neighbourhood plans and the city-wide streetscape hierarchy identify subtropical boulevards and a network hierarchy of street types, where development provides greater numbers of street trees along identified transport and activity routes.	Agnes Street and Hume Street are both classified as Minor Neighbourhood Streets. The streetscape character along both Agnes Street and Hume comprises a narrow grass verge with no pedestrian footpaths or street trees. The existing verge width is capable of providing additional street trees if desired. The proposed corner truncation includes an existing tree within the subject site, which will be vested in Council.	☒Compliant ☐N/A ☐Performance Solution
	L10.2 Development and transport infrastructure creates continuous, well-shaded, green routes along identified major roads.	The site does not adjoin a major road.	☐Compliant ☒N/A ☐Performance Solution
SO11 Brisbane's public infrastructure and parks reinforce a subtropical landscape.	L11.1 Public infrastructure is designed to respond to a subtropical climate and incorporates landscaping, shade and water management features.	No public infrastructure is proposed.	☐Compliant ☒N/A ☐Performance Solution
	L11.2	No parks are proposed.	☐Compliant

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	Parks, including urban commons, are provided in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas and are appropriately designed and detailed to function as an 'outdoor living room' for surrounding residents and workers.		☒N/A ☐Performance Solution
Urban design and architecture			
SO12 The urban design of Brisbane's development is cognisant of the role and function of the individual area in which it is located and reinforces or reinterprets the character of that area.	L12 The design of development in centres and Growth Nodes on Selected Transport Corridors, Suburban Living Areas and Future Suburban Living Areas contributes positively to the desired or emerging character, sustainability, health and wellbeing, legibility and local context of the neighbourhood.	No new development is proposed. The existing dwelling will be retained and contribute positively to the existing and desired character, sustainable, healthy, wellbeing, legibility and local context of the neighbourhood. Future development on Lot 2 will complement the character of the area.	☒Compliant ☐N/A ☐Performance Solution
SO13 Brisbane's development forms a positive part of the city's legacy and enhances a site's value, the public domain and the city.	L13 Buildings and public spaces exhibit design excellence in form, function and detailing, and enhance the city through the creation of high-quality, contemporary and well-articulated subtropical urban streetscapes.	The proposal does not involve any public spaces, nor any new buildings. The existing traditional building character dwelling will maintain the site's value and city's legacy. Future development on vacant Lot 2 will exhibit design excellence and enhance the city, contributing to the creation of a high-quality, sub-tropical urban streetscape.	☒Compliant ☐N/A ☐Performance Solution
SO14 Brisbane's urban environments, public domains and movement systems are	L14.1 The road hierarchy, streetscape hierarchy and bicycle network determines the distribution and type of public spaces and	The proposal does not involve any public spaces, pedestrian and cycle connections, or public transport stops.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
well located, well connected, permeable and legible.	pedestrian and cycle connections between destinations and public transport stops.		
	L14.2 Provision of open space is appropriate to the scale and function of the area and is integrated with the urban structure.	No public open space is proposed.	☐Compliant ☒N/A ☐Performance Solution
SO15 Brisbane has a high level of land use and movement network connectivity within centres and Growth Nodes on Selected Transport Corridors.	L15 Precinct, street and building design: a. provides a high level of connectivity and accessibility for pedestrians, public transport, business and services; b. provides direct, convenient, comfortable, safe and equitable pedestrian and cycle routes between public transport stops, centres, key destinations and adjoining neighbourhoods; c. provides fine-grain pedestrian, cycle and mobility aid permeability, including privately owned and publicly accessible arcades; d. integrates with Brisbane's traditional grid street layout and includes signage and clear sightlines.	No new precincts, streets or buildings are proposed. The site is not located within a centre or Growth Node.	☐Compliant ☒N/A ☐Performance Solution
SO16 Brisbane's smaller civic spaces on development sites and local streets merge to optimise local public domain needs.	L16 Streetscape hierarchies identify circumstances where arcades, building and corner setbacks and widened footpath areas can contribute to the creation of small, fine-grain open spaces.	The proposal does not involve any civic spaces.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
SO17 Brisbane's urban environment contributes to an outstanding lifestyle for the city.	L17 The public domain, public places and development offer people a range of opportunities and experiences to live, work and play in their local neighbourhood and provide an urban environment which: a. creates high-quality, legible, useable and durable spaces; b. incorporates opportunities for relaxing or socialising; c. is inclusive and celebrates local culture and identity; d. is safe, familiar, comfortable and connected; e. exhibits best-practice subtropical building design; f. integrates landscape and building form to improve amenity; g. encourages activity and wellbeing of residents, workers and visitors; h. is stimulating, enjoyable and useable through balancing variety and consistency in building form, scale and densities.	No public places or development is proposed.	☐Compliant ☒N/A ☐Performance Solution
SO18 Brisbane's urban design ensures that public safety and perceptions of public safety are maximised.	L18.1 Crime prevention through environmental design principles are used in the siting, design and functioning of buildings, pedestrian and cycle paths, transport facilities, public domain and other pedestrian-focused spaces.	CPTED principles have been used in the design of the development, including the siting of the boundaries, orientation of the lots and design of access, to maximise public safety.	☒Compliant ☐N/A ☐Performance Solution
	L18.2	Setting-specific CPTED principles will be incorporated where required.	☒Compliant

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	Specific crime prevention through environmental design requirements are tailored to different land uses and specific vulnerable elements and settings.		☐N/A ☐Performance Solution
Heritage, character and cultural values			
SO19 Brisbane's important buildings and places that are important to the city's history are protected.	L19.1 Heritage places of important local (city-wide) or State cultural heritage significance or special significance to Aboriginal people are identified and protected in accordance with the principles of The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance.	The site is not identified as a heritage place.	☐Compliant ☒N/A ☐Performance Solution
	L19.2 The adaptation or re-use of a heritage place that conserves the cultural heritage significance of the place is supported.	As above.	☐Compliant ☒N/A ☐Performance Solution
	L19.3 Development on or adjoining a heritage place protects the cultural heritage significance of the place.	The site does not adjoin a heritage place.	☐Compliant ☒N/A ☐Performance Solution
SO20 Brisbane's distinctive suburban identity is reinforced by its character housing precincts.	L20.1 Character buildings built in 1946 or before are protected via overlays.	The pre-1947 character dwelling is adequately protected through compliance with the relevant outcomes under the Traditional building character overlay.	☒Compliant ☐N/A ☐Performance Solution
	L20.2 Development proposals maintain the traditional building character housing that individually and collectively contributes to the distinctive character of the area and streetscape.	The pre-1947 dwelling is to be retained on the site, maintaining its contribution to the distinctive character of the area and streetscape.	☒Compliant ☐N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	L20.3 Traditional housing styles and materials, such as timber and tin and masonry construction, are recognised as being important to character areas and are retained. Surrounding development respects traditional design elements while allowing for compatible innovative design responses.	As above. Future residential development on Lot 2 will respect traditional design elements such as those on Lot 1, while providing for a compatible innovative design response.	☒Compliant ☐N/A ☐Performance Solution
	L20.4 Development accords with neighbourhood plans which: a. refine character aspects and overlays to better balance the demand for growth with character protection; b. identify locally responsive strategies to better integrate character buildings and precincts with anticipated growth and development.	No new residential development is proposed. Future development on Lot 2 (and/or extensions or redevelopment on Lot 1) will be in accordance with the Ithaca district neighbourhood plan.	☒Compliant ☐N/A ☐Performance Solution
	L20.5 Other small shop and office buildings known as commercial character buildings: a. are protected from being demolished, removed or significantly altered and are afforded qualified commercial use for low-impact activities to ensure their continued contribution to the local character and lifestyle of the city; b. fulfil a complementary role to other non-residential and centre uses in the growth areas of the city.	No commercial character buildings are proposed.	☐Compliant ☒N/A ☐Performance Solution
SO21	L21.1 Development and public domain design protects and directs attention towards local	The proposal provides for future development that will protect and direct attention to local views of heritage and character elements as	☒Compliant

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
Brisbane residents' appreciation of character areas, heritage buildings and the city's history is increased.	views of landmark heritage or character elements or iconic vistas identified in neighbourhood plans and overlays.	identified in the Ithaca district neighbourhood plan and Traditional Building Character overlay.	☐N/A ☐Performance Solution
	L21.2 Development provides noteworthy information regarding the cultural or historic significance of a site through works such as local heritage trails and interpretive signage.	The site is within a residential zone, developed for residential purposes.	☐Compliant ☒N/A ☐Performance Solution
	L21.3 Public domain design and public art complements or interprets local history and character elements.	The proposal does not involve the public domain.	☐Compliant ☒N/A ☐Performance Solution
SO22 The cultural connections that Aboriginal people have to Brisbane are recognised, maintained and protected in accordance with the Aboriginal Cultural Heritage Act 2003.	L22.1 Public domain design promotes Aboriginal and Torres Strait Islander art and culture and acknowledges the history of Traditional Owners in locations of high cultural significance.	As above.	☐Compliant ☐N/A ☐Performance Solution
	L22.2 Culturally significant sites and cultural landscapes are identified, protected and maintained.	The site is not a culturally significant site.	☐Compliant ☒N/A ☐Performance Solution
	L22.3 Meeting Places of contemporary importance to the Aboriginal and Torres Strait Islander communities are protected and maintained.	As above.	☐Compliant ☒N/A ☐Performance Solution
Element 2.2 – Brisbane's Housing and Accommodation Choices			
SO1 Brisbane's dwelling needs for future populations are met by matching	L1 Increased densities within Growth Nodes on Selected Transport Corridors are identified through a neighbourhood planning process	The site is not located within a Growth Node.	☐Compliant ☒N/A

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
growth to the existing and planned infrastructure in the city.	and are in accordance with the Brisbane CityShape theme to accommodate anticipated future population.		☐Performance Solution
SO2 Brisbane's housing is diverse in type and form, offering choice to different household types and income levels and individuals with specific housing needs.	L2 Residential development contributes to housing diversity, particularly supporting ageing in place and assisted living and housing suited to households on different incomes, within each neighbourhood and across the city, as outlined in the applicable zone or neighbourhood plan. Small-scale complementary uses (care co-located uses defined activity group) that are suited to integration and co-location with retirement facilities and residential care facilities are facilitated to support the provision of specialised services and retail for residents and visitors.	The proposal seeks to retain the existing dwelling, while also creating a vacant allotment to be developed in future for residential purposes that will contribute to the choice and diversity of housing.	☒Compliant ☐N/A ☐Performance Solution
SO3 Brisbane provides its temporary population ready access to suitable accommodation for business visitors, tourists and students.	L3.1 A range of accessible accommodation opportunities catering to a growing number of visiting professionals, temporary business visitors, tourists and students are conveniently located at or in proximity to major business and tourism destinations.	The proposal does not involve temporary accommodation.	☐Compliant ☒N/A ☐Performance Solution
	L3.2 There are opportunities for accommodation of employees in residential precincts in proximity to centres.	As above.	☐Compliant ☒N/A ☐Performance Solution
	L3.3	As above.	☐Compliant ☒N/A

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	New hotels and extensions to existing hotels are facilitated in the City Centre and other appropriate locations.		☐Performance Solution
SO4 Brisbane's existing Rural Neighbourhoods are maintained without expansion.	L4 Given the challenges in providing infrastructure in Rural Neighbourhoods they are not envisaged to expand.	The site is not located within a Rural Neighbourhood.	☐Compliant ☒N/A ☐Performance Solution
SO5 Brisbane's last remaining greenfield development areas are well planned and well delivered.	L5 Future Suburban Living Areas exhibit a strong sense of place and demonstrate best-practice urban design outcomes, including building on the landscape features of the locality and a high degree of legibility and permeability.	The site is not located within a Future Suburban Living Area.	☐Compliant ☒N/A ☐Performance Solution
SO6 Brisbane provides a variety of accommodation and housing near the city's major institutions and other Special Centres.	L6.1 Land is identified for a range of housing types including rooming accommodation, suitable to tertiary and international students, staff and visitors to major special-purpose centres or community institutions, such as hospitals, at appropriate locations proximate to education campuses or health institutions or along high-frequency public transport routes and with good access to urban services.	The site is an established residential property in a residential zone and is intended to be used for residential purposes. The site is not located near a major institution or Special Centre.	☒Compliant ☐N/A ☐Performance Solution
	L6.2 Outside activity centres, Growth Nodes on Selected Transport Corridors and geographically nominated locations, rooming accommodation for students is supported where the	No rooming accommodation is proposed.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	surrounding amenity is maintained and there is good access to higher education campuses by way of public or active transport.		
	L6.3 Other special purpose institutions, for example defence bases, establish accommodation consistent with the applicable zone or neighbourhood plan, either on site or nearby where well served by transport and other urban facilities, as required to meet the particular housing choice needs for staff and visitors.	The proposal does not involve a special purpose institution.	☐Compliant ☒N/A ☐Performance Solution

1.2 Theme 5: Brisbane's CityShape

1.2.2 Element 5.5 – Brisbane's Suburban Living Areas

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
Element 5.5 – Brisbane's Suburban Living Areas			
SO1 Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.	L1 The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.	The proposal involves a boundary realignment to create two appropriately sized, shaped and oriented lots that respond to the sloping characteristics of the site, enabling the existing dwelling to be retained on one allotment, while creating a vacant allotment capable of future residential development, consistent with the intent of the Infill housing precinct of the Character residential zone.	☒Compliant ☐N/A ☐Performance Solution
SO2 Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.	L2.1 Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.	The proposal involves only detached housing.	☒Compliant ☐N/A ☐Performance Solution
	L2.2 Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.	The proposal involves a suitably designed and configured subdivision, creating a small lot which will contain the existing dwelling, and standard lot suitable for future infill residential development.	☒Compliant ☐N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
SO3 Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities on well-located sites to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.	L3.1 Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances. Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.	No multiple dwellings are proposed.	☐Compliant ☒N/A ☐Performance Solution
	L3.2 Development for multiple dwellings in the Emerging community zone: a. is restricted to locations provided for in a neighbourhood plan; or b. is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm and the edge: i. of a centre zone other than the Neighbourhood centre zone; or ii. of a zone that provides for the Special Centres identified	The site is not located in the Emerging community zone.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.		
SO4 The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.	L4.1 Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.	The proposed subdivision involves a boundary adjustment, so that the existing dwelling is wholly contained within one lot, creating a vacant lot for future infill development in accordance with the site's zoning. The resulting lot sizes are similar to the existing lot sizes, and also consistent with those nearby including 80 Agnes Street (487m^2), 72 Agnes St (407m^2), 70 Agnes St (361m^2), and 36 Owen Lane (450m^2).	☒Compliant ☐N/A ☐Performance Solution
	L4.2 The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.	No new housing is proposed. Future housing will be accommodated on Lot 2 in accordance with L4.2.	☐Compliant ☒N/A ☐Performance Solution
	L4.3 Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through: a. the retention of mature and significant vegetation; b. the retention of private open space capable of supporting trees and gardens; c. increasing local shade cover along streets;	No new development is proposed. Existing vegetation on the site will be retained where possible. The existing tree in the north-western corner of the site will be vested in council as part of the corner truncation, maintaining local shade cover along the street. Each lot can accommodate private open space capable of supporting trees and gardens.	☒Compliant ☐N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	d. local sustainability initiatives such as water-sensitive urban design.		
SO5 District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	L5.1 District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.	The proposal does not relate to a district centre.	☐Compliant ☒N/A ☐Performance Solution
	L5.2 District centres are the focus for the public transport network within the local catchment of the district centres.	The proposal does not relate to a district centre.	☐Compliant ☒N/A ☐Performance Solution
SO6 Neighbourhood centres offer small-scale, low-impact local convenience services.	L6.1 Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	The proposal does not relate to a district centre.	☐Compliant ☒N/A ☐Performance Solution
	L6.2 Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	As above.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	L6.3 A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: a. have a gross floor area of 2,500m^2 or less and a maximum tenancy size of 2,000m^2 or less; b. have a frontage predominantly to a major road; c. have vehicle site access from a suburban road, a district road or a neighbourhood road; d. be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods; e. be more than 400m from an existing retail based centre; f. manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.	As above.	☐Compliant ☒N/A ☐Performance Solution
SO7 Non-residential uses support local character and amenity.	L7 A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following: a. local and district services and shopping with access to public	No non-residential land uses are proposed nor intended for the site.	☐Compliant ☒N/A ☐Performance Solution

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
	transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment; b. schools and other community facilities; c. a range of parks, from district sports parks to local recreation parks; d. vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect; e. pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.		

SPECIFIC OUTCOMES	LAND USE STRATEGIES	PROPOSAL	COMPLIANCE
SO8 Development of Emerging community zoned land reinforces intended local character and amenity, positively contributes to the creation of sustainable and functional communities that are fully integrated within the Suburban Living Area and is serviced by appropriate supporting infrastructure and services.	L8 Development: a. considers and responds to known development constraints and those identified through the assessment process; b. preserves valued character and environmental attributes and mitigates unavoidable impacts; c. provides corridors and linkages required to physically integrate development within the locality; d. concentrates the most intense land uses on well-located sites serviced by appropriate supporting infrastructure; e. is consistent with the scale and pattern of development intended in the zone, zone precinct, or neighbourhood plan.	No new residential development is proposed. The subdivision layout has been designed to enable future development that responds to site-specific conditions, preserves value character, and is consistent with the scale and pattern of development intended by the site's zoning, precinct and neighbourhood plan.	☒Compliant ☐N/A ☐Performance Solution