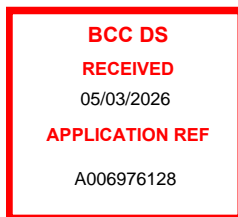


7 APPENDIX 1 - CODE ASSESSMENT



APPENDIX 1 - CODE ASSESSMENT

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1. ZONE CODE

1.1 Emerging Community Zone Code

Effective V35 - 05 December 2025

1.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the emerging community zone is to:</p> <ul style="list-style-type: none"> (a) identify land that is intended for an urban purpose in the future; and (b) protect land that is identified for an urban purpose in the future from incompatible uses; and (c) provide for the timely conversion of non-urban land to land for urban purposes. 		
<p>(2) The purpose of the zone will be achieved through the following overall outcomes:</p> <ul style="list-style-type: none"> (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> (i) Theme 2: Brisbane’s outstanding lifestyle and Element 2.2 – Brisbane’s housing and accommodation choices; (ii) Theme 3: Brisbane’s clean and green leading environmental performance and Element 3.1 – Brisbane’s environmental values; (iii) Theme 5: Brisbane’s CityShape, Element 5.5 – Brisbane’s Suburban Living Areas, Element 5.6 – Brisbane’s Greenspace System and Element 5.7 – Brisbane’s Future Suburban Living Areas. 		
<p>(b) Development is carried out in an orderly sequence, within the context of the site and the city and is informed by a coordinated and integrated structure planning process that demonstrates the development is:</p> <ul style="list-style-type: none"> (i) appropriate for the site’s location within the city and its local context; (ii) accessible to necessary supporting infrastructure, services and facilities; (iii) responsive to development constraints, character and environmental values and site characteristics. 	<p>The proposal supports the orderly sequence of development within this part of Willawong, by providing the relocatable home park component as Stage 1 on the existing lot, with temporary access from Learoyd Road. Then, the subdivision of land component in Stage 2 will extend road infrastructure constructed by the adjoining site to facilitate three additional house lots and ultimate access by the relocatable home park.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(c) Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing:</p> <ul style="list-style-type: none"> (i) for suburban living generally as anticipated in the Low 	<p>The proposed relocatable home park supports the delivery of diverse housing forms to facilitate suburban living in housing stock that suits residents through different lifecycle stages, particularly elderly and downsizing families.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>density residential zone; or</p> <p>(ii) at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or</p> <p>(iii) at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.</p>		
<p>(d) Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:</p> <p>(i) at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or</p> <p>(ii) at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:</p> <p style="margin-left: 20px;">A. the edge of a centre zone other than the Neighbourhood centre zone; or</p> <p style="margin-left: 20px;">B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.</p> <p>(iii) if identified in a neighbourhood plan, at proximately;</p> <p style="margin-left: 20px;">A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if</p>	<p>Whilst there is no specific dwelling density prescribed under the neighbourhood plan code, the Emerging community zone code identifies a net developable area of 18 dwellings per hectare, where not in a prescribed potential development area. Based on the lot size and developable area, the proposed development seeks to achieve thirteen residential lots and homesites across an area of 0.6532ha. As such, the proposal achieves a density of 19.9 dwellings per hectare, marginally exceeding the prescribed overall outcome under the Emerging community zone code.</p> <p>Notwithstanding, the proposed development demonstrates compliance with the higher order strategic intent of the planning scheme. The minor exceedance is appropriate for the Emerging community zone, as the development provides suitable lot sizes exceeding the minimum average lot size prescribed under Table 9.4.10.3.B – Part 2 of the Subdivision code. As such, despite the nominal increase in density sought, the proposal achieves lot sizes, dimensions and 1 storey building heights that are an appropriate outcome for the site.</p> <p>As such, the proposed density is considered to be reflective of the emerging residential character of the surrounding area and aligns with the higher order strategic intent of the City.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>identified as a Very-low density residential potential development area;</p> <p>B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;</p> <p>C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if identified as a Low density residential - dwelling houses and multiple dwellings potential development area;</p> <p>D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.</p>		
<p>(e) Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.</p>	<p>The proposed development is for the establishment of a relocatable home park.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(f) Development for a non-residential use contributes to contained and vital communities and:</p> <p>(i) is of a bulk and scale compatible with the built form of future development intended in the immediate locality;</p> <p>(ii) mitigates interface impacts on existing development;</p> <p>(iii) where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including:</p> <p>A. community services and recreational facilities</p>	<p>The proposed development is not for a non-residential use.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation);</p> <p>B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m² gross floor area, service station and veterinary service);</p> <p>C. small-scale non-residential uses.</p>		
<p>(g) Development:</p> <p>i. does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or</p> <p>ii. if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</p>	<p>The proposed development has been carefully designed to locate the residential uses in the northern and eastern parts of the subject site to mitigate and minimise impacts upon the environmental values of significant and protected vegetation onsite.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(h) Development is well planned and integrated with surrounding land uses and infrastructure.</p>	<p>The proposed development has been planned to integrate with the infrastructure provided through structure planning for surrounding residential developments.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(i) Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.</p>	<p>The proposed development supports the extension of the road network and protects walking and cycling routes on Learoyd Road, consistent with the surrounding hierarchy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(j) Development does not impinge on an existing or intended use of an adjacent area.	The proposed development does not impinge on adjoining uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(k) Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.	The proposed development is compatible with surrounding land uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(l) Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.	The proposed development is not for an interim use.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(m) Development provides the infrastructure required to support the development.	The proposed development has access to all required urban infrastructure to support the proposed residential uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

2. NEIGHBOURHOOD PLAN CODES

2.1 Willawong Neighbourhood Plan Code

Effective – V35 05 December 2025

2.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Willawong neighbourhood plan code is to provide finer grained planning at a local level for the Willawong neighbourhood plan area.		
(2) The purpose of the Willawong neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.		
(3) The overall outcomes for the neighbourhood plan area are:		
<ul style="list-style-type: none"> (a) Development protects and enhances the regionally significant ecosystems and environmental values which will improve the health and quality of the local waterways of Oxley Creek. (b) The broad hectare rural character of the area is retained. (c) The rehabilitation of extractive industry sites pays attention to the hydraulic regime, bank stability and revegetation to improve water quality. (d) Further development of extractive industries is limited unless a need for the resources is required, sound environmental management practices can be demonstrated, and appropriate licensing secured. (e) Development adjacent to wetlands outside waterway corridors has regard to effects on the water quality and hydraulic regime of the wetland and the potential for isolation of the wetland from significant native vegetation or habitat areas. (f) Appropriate management strategies are developed and implemented for the conservation of any Aboriginal cultural heritage. (g) Land subject to development constraints, character or environmental values shown on an overlay map is protected 	<p>The proposed development balances supply of new residential development with maintaining ecologically significant areas onsite, contributing to protect and enhance the regionally significant ecosystems and environmental values and improve waterway health and quality of Oxley Creek.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>from inappropriate development in order to maintain its character, natural and ecological significance.</p>		
<p>(4) Paradise wetland investigation precinct (Willawong neighbourhood plan/NPP-001) overall outcomes are:</p>		
<p>(a) The precinct is being investigated as a possible area to accommodate new residential development with a choice of housing types, a centre to provide office and shop activities serving the local population and a mixed industry and business area that supports surrounding industrial areas. Multiple dwellings are not accommodated in the Low density residential zone.</p> <p>(b) The ultimate layout, design, land use mix and density of any such future development will be determined by resolving the key issues including air quality, noise and separation distances to sensitive land uses, site contamination, flooding, habitat and ecological corridors, koala habitat, topography and slope stability and access for vehicles and public transport. Until these key issues are resolved no further development will be approved.</p> <p>(c) Future development is also dependent on the provision of local and trunk infrastructure networks required to service the development and surrounding area. This infrastructure is not included in the Local government infrastructure plan and is therefore required to be demonstrated as part of any investigation.</p>	<p>The proposed development facilitates new residential uses, with an ultimate layout, design, mix and density determined through detailed investigations of site constraints, namely koala habitat, ecological corridors, topography and vehicle access integrated with the adjoining development. The subject site has access to all required urban infrastructure to support the proposed residential uses.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

3. USE / DEVELOPMENT CODES

3.1 Tourist Park & Relocatable Home Park Code

Effective - V35 05 December 2025

3.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Tourist park and relocatable home park code is to assess the suitability of development to which this code applies.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
(a) Development effectively manages impacts both on and from the surrounding area.	The proposed development has been designed to sensitively manage any impacts upon and from surrounding land uses.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(b) Development is safe, easy to navigate and offers good amenity and high-quality facilities for tourists and for long-term residents.	The proposed relocatable home park has been designed to maximise safety, with easy navigation, excellent amenity and high-quality facilities for long-term residents.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
(c) Development is compatible with nearby existing uses that have the potential for off-site air emissions, considers the health and wellbeing of occupants and does not adversely impact on the continued operation of those existing uses.	The proposed development has been designed to ensure the health and wellbeing of future residents is not adversely impacted by off-site air emissions from any existing uses nearby.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

3.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development is located on lots of sufficient size to accommodate the proposed use and associated facilities and to enable a high level of amenity for users.	AO1 Development has a minimum lot size of 2,000m ² .	AO1 The subject site has an area of 10,117m ² and the future Lot 99 that will ultimately contain the proposed relocatable home park has an area of 4599m ² .	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO2 Development of individual sites provides a range of sizes to accommodate variations in relocatable homes, caravans, annexes and tents with a high level of convenience and privacy for occupants.</p>	<p>AO2.1 Development of tourist parks meets the following minimum requirements: (a) 130m² individual site area; (b) 1.5m setback from any other tourist park site or relocatable home site boundary; (c) 3m setback from any adjoining building; (d) 30m² private open space area; (e) 3m setback from an internal road; (f) frontage of 10m; (g) 14m² parking space.</p>	<p>AO2.1 The proposed development is for a relocatable home park only.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO2.2 Development of relocatable home parks meet the following minimum requirements: (a) 130m² individual site area; (b) 1.5m setback from side and rear site boundaries; (c) 3m setback from any adjoining building; (d) 30m² private open space area; (e) 3m setback to an internal road; (f) frontage of 13m; (g) 14m² parking space.</p>	<p>AO2.2 & PO2 The proposed relocatable home park includes: a) individual site areas ranging from 162.8m² to 254.1m²; b) 2m side boundary setbacks and rear boundary setbacks of 115.7m in Stage 1 and 6m in Stage 2; c) greater than 3m setbacks from existing and future adjoining buildings; d) minimum 36.75m² private open space are per individual site; e) walls and roof setback minimum 3m from the internal road, with pavement setback 1.5m from the internal road; f) frontages to the internal road ranging from 10m to 15m; g) 18m² car parking space per individual site;</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
		Whilst some individual site frontages are less than 13m, the proposed development provides a wide range of configurations for the relocatable homes to achieve a high level of convenience and privacy for a variety of future occupants.	
PO3 Development of every individual site has a hard-stand and well-drained surface.	AO3 No acceptable outcome is prescribed.	AO3 All individual sites include hardstand and well-drained surfaces.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO4 Development is located, designed and constructed to prevent or minimise adverse impacts upon the amenity of adjoining or nearby residential areas.	AO4.1 Development provides a landscape buffer that is a minimum: (a) 5m deep along boundaries that adjoin a zone in the Residential zones category and 2m deep along boundaries to any other zone; (b) 6m deep along any frontage.	AO4.1 The proposed relocatable home park provides 2m wide landscaping along both side boundaries and 6m wide landscaping along the Learoyd Road and future road frontages.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO4.2 Development provides a 1.8m high, acoustic fence on the boundary between the development and residential dwellings.	AO4.2 Where required, 1.8m high acoustic fencing can be provided to boundaries and conditioned accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO5 Development provides refuse and recycling collection, separation and storage facilities that are located and managed to minimise adverse impacts on site occupants, neighbouring properties and the public realm.	AO5 Development ensures that refuse and recycling collection and storage location and design does not have any adverse impact (including odour, noise or visual impacts) on the amenity of residents within or adjoining the development.	AO5 The proposed relocatable home park provides onsite waste collection that avoids adverse impacts upon residential amenity.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO6 Development ensures that all sites are designed so that relocatable homes and caravans can be easily manoeuvred onto or removed from internal roads.	AO6 No acceptable outcome is prescribed.	AO6 All relocatable homes will be designed to be easily manoeuvred onto and from internal roads.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO7 Development offers an accessible pedestrian environment for all park users.	AO7 Development provides a continuous path of travel to all sites and destinations intended for general use by residents and visitors and this connects to external cycling and walking routes and road networks.	AO7 A stencilled pedestrian pathway can be provided over the internal roads to ensure a continuous path of travel to all sites and the community house for residents and visitors, connecting to external cycling and walking routes.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO8 Development provides emergency services with direct access to every site and building without a height impediment to fire-fighting facilities.	AO8.1 Development provides unrestricted road access for fire-fighting appliances within 60m of all sites and buildings.	AO8.1 The proposed development achieves adequate fire-fighting coverage for all sites and buildings.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO8.2 Development ensures that landscaping and fencing do not create barriers that prevent necessary emergency access.	AO8.2 Landscaping and fencing within the proposed development will not create barriers to emergency access.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO9 Development provides open space to satisfy the recreational and amenity needs of park residents.	AO9.1 Development provides at least 10% of the site as open space suitable for recreation; this excludes landscaped buffer areas and obstacles not intended for recreational use.	AO9.1 The proposed relocatable home park achieves approximately 840m ² of open space for recreation, excluding landscape buffers, which comprises 18.3% of the future Lot 99. As part of Stage 1, the balance of the site is available as open space, ensuring 10% is achieved.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO9.2 Development of open space is designed for passive and active recreation such as sheltered seating, children’s playgrounds, areas for ball games and cycling and walking routes.</p>	<p>AO9.2 The proposed open space areas are designed to offer a range of passive and active recreation opportunities.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO9.3 Development provides a community room for passive and active recreation for park residents.</p>	<p>AO9.3 The proposed development includes a community house for residents, to supplement private open space areas.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO10 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO10.1 Development incorporates the key elements of crime prevention through environmental design in its layout, building or 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 (private and public) 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;</p>	<p>AO10.1 The proposed development incorporates key CPTED principles in its design and layout.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>		
	<p>AO10.2 Development of fencing adjoining waterway corridors, parkland and cycling and walking routes is low and visually permeable, with:</p> <p>(a) a maximum height of 1.2m, if at least 50% transparent; or</p> <p>(b) a maximum height of 0.9m, if less than 50% transparent.</p>	<p>AO10.2 Any fencing will be constructed in accordance with Council’s requirements and conditioned accordingly.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO11 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO11 Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping by:</p> <p>(a) denying access to potential canvases through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p>	<p>AO11 The proposed development employs adequate graffiti and vandalism prevention techniques.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p><i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i></p>		
<p>PO12 Development is located to achieve the air quality (planning) criteria in Table 9.3.27.3.B and odour criteria in Table 9.3.27.3.C.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>AO12 Development is located at least 150m from a spray painting workshop.</p> <p><i>Note—this distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.</i></p>	<p>AO12 The proposed development is located greater than 150m from a spray painting workshop.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

3.2 Subdivision Code

Effective – V35 05 December 2025

3.2.1 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:		
<p>(a) Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:</p> <ul style="list-style-type: none"> (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. <p>(b) Development for reconfiguring a lot results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> (i) achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (ii) accommodate lawful uses; (iii) are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development; 	<p>The proposed subdivision achieves lots that balance protection of landscape character and environmental values with sufficient area to construct future dwelling houses, ensuring future lawful uses in accordance with the Emerging community zone.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> (iv) are arranged and configured to complement the pattern of development in the locality; (v) address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values. (c) Development for reconfiguring a lot under the <i>Land Title Act 1994</i> and the <i>Body Corporate and Community Management Act 1997</i> occurs in a manner that achieves good urban design outcomes. (d) Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development. (e) Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms. (f) Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure. (g) Development for reconfiguring a lot provides infrastructure and services that: <ul style="list-style-type: none"> (i) comply with the relevant standards in the planning scheme; (ii) effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose; (iii) maximise the quality and utility of the public realm. 		

3.2.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot			
<p>PO1 Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> (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. 	<p>AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B.</p> <p><i>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters.</i></p> <p><i>Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.</i></p> <p><i>Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</i></p>	<p>AO1 The proposed subdivision achieves lot sizes of 984m², 963m², 2627m² and 4599m², with frontages of 69.3m, 21.7m, 25.3m and 50.302m, in accordance with the requirements of Table 9.4.10.3.B for residential lots in the Emerging community zone. Additionally, approximately 20m x 16m building envelopes are achieved for proposed Lots 1-3, achieving the minimum 9m x 15m building envelope requirement.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.</i></p> <p><i>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</i></p>		
	<p>AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p> <p><i>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</i></p> <p><i>Note—A building envelope plan or a</i></p>	<p>AO1.2 The proposed building envelopes will appear on the registered survey plan as the balance area not included within the environmental and bushfire covenants.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>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.</i></p> <p>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.</p> <p><i>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.</i></p> <p><i>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.</i></p> <p><i>Note—Where development involves work for walls or structures (other than a fence) on or</i></p>	<p>AO1.3 The proposed development does not result in buildings or structures located across lot boundaries or within setbacks required by the planning scheme.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>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.</i></p> <p><i>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</i></p> <ul style="list-style-type: none"> ▪ <i>physical inspection is undertaken at the framing stage of construction;</i> ▪ <i>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</i> ▪ <i>other evidence received and agreed by the Council.</i> 		
<p>PO2 Development creates useable lots that:</p> <ul style="list-style-type: none"> (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: <ul style="list-style-type: none"> (i) minimise adverse impacts to vegetation, natural features 	<p>AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ul style="list-style-type: none"> (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: <ul style="list-style-type: none"> (i) a single level change; or (ii) any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in 	<p>AO2.1 The proposed development does not involve earthworks greater than 1m in height.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>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.</p>	<p>height for construction of transport network elements.</p> <p>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.</p> <p><i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i></p>		
	<p>AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.</p>	<p>AO2.2 The proposed development does not involve lots less than 450m².</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p> <p><i>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure</i></p>	<p>AO2.3 Proposed Lots 1-3 achieve minimum 9m x 15m rectangles on existing slopes of less than 1 in 5.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme.</i></p> <p><i>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</i></p> <p>AO2.4 Development does not involve the creation of canals or artificial waterways.</p>	<p>AO2.3 The proposed development does not involve the creation of canals or artificial waterways.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>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:</p> <p>(a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;</p> <p>(b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</p> <p>(c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</p> <p>(d) to maintain the safety and efficiency of the transport</p>	<p>AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for:</p> <p>(a) design and construction in accordance with the road hierarchy;</p> <p>(b) safe travel for pedestrian, cyclists and vehicles;</p> <p>(c) access to properties for all modes;</p> <p>(d) utilities;</p> <p>(e) high levels of aesthetics and amenity, improved liveability and future growth;</p> <p>(f) a high-quality streetscape;</p> <p>(g) a low-maintenance asset with minimal whole-of-life cost.</p> <p><i>Editor's note—See Section B for additional requirements where new road is proposed.</i></p>	<p>AO3.1 The proposed development will provide road, pavement and kerb and channel in accordance with Council's standards.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>network for vehicles, buses, pedestrians and cyclists;</p> <p>(e) at an adequate width, suitable gradient and appropriate construction standard;</p> <p>(f) to avoid unreasonable detriment or nuisance to an adjacent premises;</p>	<p>AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO3.2 The proposed development will achieve access to each lot in accordance with Council's Transport, access, parking and servicing planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(g) to preserve the amenity and function of the public realm in accommodating:</p> <p>(i) high levels of pedestrian traffic;</p> <p>(ii) large subtropical street trees;</p> <p>(iii) on-street parking.</p>	<p>AO3.3 Development provides each lot with access to a public road other than a major road, that is:</p> <p>(a) direct; or</p> <p>(b) via a formal access arrangement that is:</p> <p>(i) registered on a title over another lot; or</p> <p>(ii) a reciprocal access easement; or</p> <p>(iii) over common property;</p> <p>(iv) located as far away as practicable from an existing or proposed dwelling;</p> <p>(v) compliant with the road corridor design standards in the Infrastructure design planning scheme policy;</p> <p>(c) the width specified:</p> <p>(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</p>	<p>AO3.3 The proposed lots will ultimately achieve direct access to minor public roads, in accordance with the requirements for Dwelling houses and a Relocatable home park in the Emerging community zone. Temporary access to Learoyd Road will be removed as part of Stage 2.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

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 The proposed lots will achieve safe sight distances for future access.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO3.5 Development provides grades within a lot that: (a) enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; (b) do not require cut and fill in excess of 1m in height.	AO3.5 The proposed lots will achieve access with grades in accordance with Council’s Transport, access, parking and servicing planning scheme policy and not require cut or fill exceeding 1m in height.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. <i>Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local</i>	AO4.1 Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and	AO4.1 The proposed subdivision will provide infrastructure in accordance with Council’s standards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> 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.	AO4.2 The proposed development achieves a stormwater management system that enable lawful dwelling house and relocatable home park uses, as intended for the Emerging community zone.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> 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 Proposed Lot 1 achieves a 6m x 6m, 3 chord corner truncation to the future minor road, in accordance with Council's policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> 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 lots avoid or mitigate any adverse impacts of air, noise, dust, light, contaminated land or electromagnetic emissions from industrial uses in the wider locality.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(c) mitigating hazard impacts, including through buffers, structures or other necessary measures.</p> <p><i>Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with:</i></p> <ul style="list-style-type: none"> ▪ <i>contaminated land;</i> ▪ <i>transport noise corridors on State-controlled roads and the rail network.</i> <p><i>The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.</i></p>		
<p>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</p> <p>(a) rearranging the boundaries of a lot; or (b) volumetric format plans subdivision; or (c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.</p>			
<p>PO6 Development ensures that any rearrangement of a lot boundary:</p> <p>(a) does not create additional lots; (b) wholly contains infrastructure and services within the lot they serve;</p>	<p>AO6 No acceptable outcome is prescribed.</p>	<p>AO6 The proposed subdivision is not for a boundary realignment.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) results in lots having a dimension, arrangement and size that maintains or improves consistency with the: <ul style="list-style-type: none"> (i) character intended for the locality; (ii) outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. 			
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: <ul style="list-style-type: none"> (a) facilitate efficient development; (b) ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; (c) are in accordance with an existing development approval or approved building; (d) are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site. 	AO7 No acceptable outcome is prescribed.	AO7 The proposed subdivision is not for the creation of volumetric lots.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> 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 proposed subdivision is wholly located within the Emerging community zone and Willawong neighbourhood plan.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> 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 proposed lots include environmental and bushfire management zones to protect from adjoining bushland.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	AO8.3 The proposed subdivision is wholly located within the Emerging community zone and Willawong neighbourhood plan.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> 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 The proposed new road is designed and will be constructed in accordance with Council's policies. Please refer to the submitted traffic report for further information.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>and where relevant, public transport and freight networks.</p> <p><i>Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.</i></p> <p><i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i></p>	<p>(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;</p> <p>(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;</p> <p>(c) when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.</p> <p><i>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</i></p> <p><i>Note—This outcome can be demonstrated through an application that:</i></p> <ul style="list-style-type: none"> ▪ <i>is accompanied by sufficient information (including computer modelling input and output data) to</i> 		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i></p> <ul style="list-style-type: none"> ▪ <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</i> 		
<p>PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ul style="list-style-type: none"> (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 	<p>AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ul style="list-style-type: none"> (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 	<p>AO10.1 Where required, the proposed development will provide footpaths in accordance with Council's standards that support the pedestrian and bicycle network of the wider locality.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>developments, public transport stops and parks along the safest, most direct and convenient routes;</p> <p>(d) provide routes that are on areas of least slope and avoid potential hazards such as flooding;</p> <p>(e) run predominantly along public spaces including streets or parks that are fronted by dwellings;</p> <p>(f) are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</p> <p>(g) are widened at potential vehicle conflict points.</p> <p><i>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.</i></p> <p><i>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</i></p>	<p>no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.</p> <p><i>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.</i></p>		
	<p>AO10.2 Development provides pathway links outside the road corridor that:</p> <p>(a) comply with the Infrastructure design planning scheme policy;</p> <p>(b) incorporate key elements of crime prevention through environmental design, including:</p> <p>(i) having a maximum length of 40m;</p> <p>(ii) providing a direct line of sight between ends of the link;</p> <p>(iii) connecting between the road network and the park where development is located between them.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>	<p>AO10.2 The proposed development does not require pathway links outside the road corridor.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>Note—A minimum of 50% of any park frontage should be to a minor road.</i></p>		
<p>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:</p> <ul style="list-style-type: none"> (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. 	<p>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.</p>	<p>AO11 The proposed new road is designed and will be constructed in accordance with Council's policies. Please refer to the submitted traffic report for further information.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO12 Development provides a road network that:</p> <ul style="list-style-type: none"> (a) includes a minor road network that creates convenient and safe 	<p>AO12.1 Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO12.1 The proposed new road is designed and will be constructed in accordance with Council's policies. Please refer to the submitted traffic report for further information.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>movement between uses and to major roads;</p> <p>(b) positively contributes to and enhances the bicycle network and streetscape hierarchy;</p> <p>(c) caters for the expected vehicle, pedestrian and cyclist use;</p> <p>(d) utilises geometry consistent with the standards relevant for the road hierarchy;</p> <p>(e) provides safe vehicular access to each lot where direct lot access is allowed;</p> <p>(f) prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;</p> <p>(g) provides safe pedestrian and cyclist crossings;</p> <p>(h) minimises the need for earthworks;</p> <p>(i) provides minor roads adjoining and overlooking the public parks network;</p> <p>(j) enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;</p> <p>(k) maximises the quality of the public realm, provision of street trees and availability of on-street</p>	<p>AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.</p> <p>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.</p>	<p>AO12.2 The proposed development does not involve new park and the adjoining park at the rear does not require road frontage within the subject site.</p> <p>AO12.3 The proposed new road is designed to follow the structure planning for the locality. Please refer to the submitted traffic report for further information.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>parking.</p> <p>PO13 Development provides connected road, pedestrian and bicycle networks.</p>	<p>AO13 Development involving new road ensures that a no through road is included only where:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 	<p>AO13 The proposed new road is extended to the western boundary for future development of the adjoining site and temporary turnaround easements for refuse collection can be provided within Lot 99. Please refer to the submitted traffic report for further information.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>through road accommodates a maximum of 1,000 vehicle movements per day.</p> <p><i>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.</i></p>		
<p>PO14 Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> (a) in compliance with the intended function of the road; (b) taking into consideration kerb space requirements for: <ul style="list-style-type: none"> (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. 	<p>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.</p>	<p>AO14 The proposed development does not require provision of on-street car parking spaces.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO15 Development provides intersection designs that ensure:</p> <ul style="list-style-type: none"> (a) safety, efficient function and 	<p>AO15 Development provides intersections that are designed in compliance with the Infrastructure design planning scheme</p>	<p>AO15 Any intersections will be designed in accordance with Council’s standards.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>visibility for vehicles, pedestrians and cyclists;</p> <p>(b) verge areas that provide sufficient space for safe pedestrian movement;</p> <p>(c) sufficient space for infrastructure and traffic management.</p>	policy.		
<p>PO16</p> <p>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.</p>	<p>AO16</p> <p>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.</p>	<p>AO16</p> <p>The proposed development does not require provision of bus infrastructure or intersections.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>PO17</p> <p>Development provides a transport network that is:</p> <p>(a) designed to operate safely for users, pedestrians and cyclists;</p> <p>(b) ensures emergency access or evacuation in emergencies.</p>	<p>AO17</p> <p>Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.</p>	<p>AO17</p> <p>The proposed development will not require access by more than 1000 vehicles per day.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>Section C—Specific performance outcomes and acceptable outcomes applicable to development</p>			
<p>Section C1—Development for reconfiguring a lot involving any of the following:</p> <p>(a) a site that is more than 1ha in the Emerging community zone; or</p> <p>(b) the number of potential dwellings is 20 or more in the Emerging community zone; or</p> <p>(c) a site that is more than 7,000m² in the Low density residential zone; or</p> <p>(d) the number of lots is 20 or more; or</p> <p>(e) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or</p> <p>(f) the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building.</p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.</i></p>			
<p>PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <p>(a) the lot frontage of all residential lots is within:</p> <p>(i) 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;</p> <p>(ii) 800m walking distance of a local shop and services;</p> <p>(b) the greatest intensity of development is within 400m walking distance from:</p> <p>(i) a centre other than a Neighbourhood centre;</p> <p>(ii) high frequency public transport;</p> <p>(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;</p>	<p>AO18.1 Development is designed and sited in compliance with:</p> <p>(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:</p> <p>(i) integration, connection and relationship of the site with surrounding land uses;</p> <p>(ii) roads, pathways, bicycle and public transport stops and stations;</p> <p>(iii) character and environmental values and development constraints;</p> <p>(iv) parks and key destinations such as centres and community facilities; or</p> <p>(b) a structure plan prepared in accordance with the Structure planning planning scheme policy.</p> <p><i>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the</i></p>	<p>AO18.1 The proposed development has been designed to reflect the structure planning of the adjoining site to the east, with the new road extended to integrate with future development of adjoining sites to the west.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;</p> <p>(e) an interconnected street pattern that results in safe, connected and permeable neighbourhoods;</p> <p>(f) centrally located parks;</p> <p>(g) sites are provided for community activities, services and facilities and utilities;</p> <p>(h) integrated development with compatible surrounding development approvals and established residential areas;</p> <p>(i) the outcomes of neighbourhood plans are delivered;</p> <p>(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.</p> <p><i>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be</i></p>	<p><i>development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient.</i></p> <p>AO18.2 Development likely to generate significant pedestrian movements provides a layout with a:</p> <p>(a) maximum street block length of 220m;</p> <p>(b) maximum street block depth of 80m;</p> <p>(c) mid-block pedestrian pathway:</p> <p>(i) every 150m of street block length or part thereof where a street block length exceeds 200m;</p> <p>(ii) providing a minimum 5m wide direct line of sight between the link ends.</p>	<p>AO18.2 The proposed development is for a minor development and not likely to generate significant pedestrian movements through the site.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>prepared where in the Emerging community zone.</p> <p><i>Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</i></p>			
<p>PO19 Development ensures that the layout retains and responds to:</p> <p>(a) physical features such as topography, natural drainage systems and significant vegetation;</p> <p>(b) existing heritage or character buildings;</p> <p>(c) adjoining existing uses and the transport and public park networks.</p>	<p>AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.</p> <p><i>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</i></p>	<p>AO19.1 The proposed development retains any significant vegetation at the rear of the site within private open space areas, protected by environmental covenant.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p>AO19.2 No heritage or character buildings are contained on the subject site.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO20 Development provides a layout that supports pedestrian access to public transport services by locating:</p> <p>(a) a high proportion of dwellings close to public transport stops;</p> <p>(b) higher density residential development close to transport stops;</p>	<p>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.</p>	<p>PO20 The proposed Lots 1-3 are located within approximately 600m of the nearest bus stop. Notwithstanding, the proposed development reflects the pattern of development intended for the Emerging community zone and will support the future provision of expanded public transport coverage in Willawong.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(c) non-residential or high trip-generating uses immediately proximate to transport stops.			
<p>PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p>AO21.1 Development provides lots that are generally designed and positioned to locate: (a) small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; (b) larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.</p> <p>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.</p>	<p>AO21.1 The proposed lots are orientated to maximise solar orientation.</p> <p>AO21.2 No small lots are proposed as part of this development application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>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</p>	<p>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,</p>	<p>AO22.1 The proposed 4 lots achieve a combined density with the relocatable home park component of 13 dwellings/ha. Lot sizes and dimensions comply with the requirements of Table 9.4.10.3.B for the Emerging community zone.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>lot character; or (c) provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities.</p> <p><i>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</i></p>	<p>scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or (c) if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.</p> <p><i>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.</i></p>		
	<p>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</p>	<p>AO22.2 The proposed development does not involve small lots, providing a consistent lot character to the adjoining development to the east.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>that feature abutting built to boundary walls, where in the Low-medium density residential zone;</p> <p>(c) if adjoining land in the Residential zones category or the Emerging community zone:</p> <p>(i) a consistent lot character;</p> <p>(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.</p> <p><i>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p><i>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</i></p>		
<p>PO23 Development involving lots for non-residential, centre or mixed use development is provided in the</p>	<p>AO23 Development involving lots for non-residential, centre or mixed use development in a residential</p>	<p>AO23 All proposed lots are for residential uses.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>following appropriate locations that take advantage of:</p> <ul style="list-style-type: none"> (a) site access opportunities or restrictions; (b) positive streetscape or park interface opportunities; (c) opportunities to locate near transport stops or on transport routes; (d) uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; (e) development interfaces and land use transitions to residential uses. 	<p>neighbourhood or subdivision are located:</p> <ul style="list-style-type: none"> (a) with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; (b) on the end of street blocks or corners; (c) within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; (d) so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots. 		
<p>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.</p>	<p>AO24.1 Development where providing lots for multiple dwellings:</p> <ul style="list-style-type: none"> (a) facilitates direct pedestrian and vehicle access to ground-floor dwellings; (b) locates lots: <ul style="list-style-type: none"> (i) on corner sites; or (ii) at the ends of street blocks; or (iii) where they have dual frontage. <p><i>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</i></p>	<p>AO24.1 The proposed subdivision does not include lots for future multiple dwellings.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m:</p> <p>(a) is located mid-block or adjacent to a park where there is dual frontage;</p> <p>(b) is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions;</p> <p>(c) if serviced by a rear lane, the lane is no longer than 60m in length.</p>	<p>AO24.2 The proposed subdivision does not involve lots less than 350m².</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p>AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p>AO24.3 The proposed subdivision includes larger lots on corners of the new road.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:</p> <p>(a) for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;</p> <p>(b) to maximise outdoor private space, privacy and amenity;</p> <p>(c) to provide convenient on-site vehicle access and parking.</p>	<p>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.</p>	<p>AO25.1 The proposed lots are regular rectangles in shape, with depth greater than width and dimensions in accordance with Table 9.4.10.3.B.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO25.2 The proposed subdivision does not involve lots less than 600m².</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>PO26 Development provides land for park purposes that is well distributed and</p>	<p>AO26 Development provides land for park purposes that is in compliance with the Park</p>	<p>AO26 The proposed subdivision does not involve land for park purposes.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	planning and design code and the Local government infrastructure plan.		<input type="checkbox"/> Performance Solution
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: (a) not complying with the dimensions in Table 9.4.10.3.B; or (b) with a frontage width of less than 10m.			
<p>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:</p> <ul style="list-style-type: none"> (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. <p><i>Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on</i></p>	<p>AO27.1 Development where a small lot and not complying with the dimensions in Table provides a development footprint plan:</p> <ul style="list-style-type: none"> (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. <p><i>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject</i></p>	<p>AO27.1 The proposed lots comply with the dimensions in Table 9.4.10.3.B and achieve frontages greater than 10m wide.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p><i>to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p>AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m.</p> <p><i>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p><i>Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</i></p>	<p>AO27.2 The proposed lots comply with the dimensions in Table 9.4.10.3.B and achieve frontages greater than 10m wide.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p> <p><i>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be</i></p>	<p>AO27.3 The proposed lots comply with the dimensions in Table 9.4.10.3.B and achieve frontages greater than 10m wide.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p><i>conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p> <p>AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: (a) minimises impacts to existing street trees and on-street car parking; (b) maximises opportunities for street tree planting and on-street car parking.</p> <p><i>Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p>AO27.4 The proposed lots comply with the dimensions in Table 9.4.10.3.B and achieve frontages greater than 10m wide.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>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</p>			
<p>PO28 Development provides a lot layout plan that: (a) facilitates the integration of industrial development with other</p>	<p>AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.</p>	<p>AO28.1 The subject site is located within the Emerging community zone.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
adjacent industrial development and the transport network elements intended for industrial traffic; (b) minimises impacts to existing or potential incompatible land uses.	AO28.2 Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	AO28.2 The subject site is located within the Emerging community zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO29 Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	AO29 Development provides lots that are arranged to: (a) provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; (b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	AO29 The subject site is located within the Emerging community zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> 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 The subject site is located within the Emerging community zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone <i>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</i>			
PO31 Development: (a) facilitates the integration of centre and mixed uses with adjacent uses and features; (b) complements and enhances existing or proposed public spaces; (c) ensures minimum impact on the amenity of adjacent and nearby areas; (d) provides for reasonable buffers between any existing or potential incompatible landuses.	AO31 No acceptable outcome is prescribed.	AO31 The subject site is located within the Emerging community zone.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan			
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. <i>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and</i>	AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: (a) consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;	AO32 The subject site is located within the Emerging community zone and the Willawong neighbourhood plan does not identify potential development areas.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>accommodated through the approach described in the Structure planning planning scheme policy.</i></p> <p><i>Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</i></p>	<p>(b) minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; (c) does not further fragment viable rural land.</p> <p><i>Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.</i></p>		
<p>PO33 Development provides vehicular access that is:</p> <p>(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.</p> <p><i>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</i></p>	<p>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.</p> <p><i>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</i></p>	<p>AO33 The subject site is located within the Emerging community zone and the Willawong neighbourhood plan does not identify potential development areas.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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			
<p>PO34 Development does not result in:</p> <ul style="list-style-type: none"> (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. <p><i>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.</i></p> <p><i>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.</i></p>	<p>AO34.1 Development ensures:</p> <ul style="list-style-type: none"> (a) the use of premises remains lawful; (b) development remains in compliance with planning and building standards and development approvals. <p>AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	<p>AO34.1 The proposed subdivision is for the creation of freehold lots only.</p> <p>AO34.2 The proposed subdivision is for the creation of freehold lots only.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>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.</i></p>			
<p>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</p>			
<p><i>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</i></p>			
<p>PO35 Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions:</p> <ul style="list-style-type: none"> (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 	<p>AO35 No acceptable outcome is prescribed</p>	<p>AO35 The proposed subdivision is for the creation of freehold lots only.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>applicable to the site.</p> <p><i>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</i></p>			
<p>PO36 Development provides internal access ways and driveways that:</p> <ul style="list-style-type: none"> (a) are designed to clearly indicate the function of the access way; (b) provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities. 	<p>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:</p> <ul style="list-style-type: none"> (a) internal access ways that are designed 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. 	<p>AO36.1 The proposed subdivision is for the creation of freehold lots only.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>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.</p>	<p>AO36.2 The proposed subdivision is for the creation of freehold lots only.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

4. SECONDARY CODES

4.1 Filling & Excavation Code

Effective - V35 05 December 2025

Please see the Civil Engineering Report prepared by *MPN Consulting* for a response to the Filling and excavation code.

4.2 Infrastructure Design Code

Effective - V35 05 December 2025

Please see the Civil Engineering Report prepared by *MPN Consulting* for a response to the Infrastructure design code.

4.3 Landscape Work Code

Effective - V35 05 December 2025

4.3.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Landscape work code is to assess the suitability of the landscape work aspect of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
<ul style="list-style-type: none"> (a) Landscape work retains, protects and integrates significant on-site vegetation into development design. (b) Landscape work ensures acoustic barriers and landscaping create effective buffers to adjacent sites. (c) Landscape work is sustainable, effective, functional and safe through appropriate maintenance, design for climate, structural considerations and growing media. (d) Landscape work ensures planting species selection is appropriate to the planting environment, climate, development settings, long-term performance, and balances the intended form and scale of the development. 	<p>The proposed landscaping outcomes provide for a sustainable, effective, functional and safe environment with a plant species appropriate to the context of the development. The proposed landscaping outcomes incorporates effective buffers to adjoining development and retains significant vegetation, where possible.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Landscape work in artificial growing environments is designed, installed and maintained to ensure the intended functional and aesthetic outcomes required for the development are achieved and sustained over the long term.		

4.3.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	AO1.1 Existing vegetation will be retained where possible and will be protected in accordance with AS 4970-2009 Protection of trees on development sites.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	AO1.2 The development will ensure that trees identified in the development approval are retained and protected in accordance with AS 4970-2009 - Protection of trees on development sites. Such an outcome can be conditioned accordingly by Council.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity;	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy;	AO2.1 The proposal ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site is designed in compliance with the standards in the Infrastructure design planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.</p>	<p>(b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;</p> <p>(c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site;</p> <p>(d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.</p>		
<p>PO3 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p>AO2.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <p>(a) species in accordance with the Planting species planning scheme policy;</p> <p>(b) a minimum of 2 tier planting.</p>	<p>AO2.2 The proposal ensures that any planting buffer which is required by a use code to be provided along a fence or within the site is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO3 Development ensures that a landscape buffer required by a use code incorporates:</p> <p>(a) species in accordance with the Planting species planning scheme policy;</p> <p>(b) a minimum of 2 tier planting.</p>	<p>AO3 The proposal ensures that any landscaping buffer which is required by a use code is designed in compliance with the Planting Species Planning Scheme Policy and provides a minimum of 2 tier planting.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO4 Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.</p>	<p>AO4.1 Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy.</p> <p><i>Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.</i></p>	<p>AO4.1 The proposal does not involve podium planting.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p>	<p>AO4.2 The proposal will provide species which are appropriate for the subtropical climate of Brisbane to ensure long-term performance.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO4.3 Development provides podium planting in compliance with the Infrastructure design planning scheme policy.</p>	<p>AO4.3 The proposal does not involve podium planting.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.</p>	<p>AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity.</p> <p><i>Refer to the Crime prevention through environmental design planning scheme policy.</i></p>	<p>AO5.1 The proposed development incorporates plant selection along any pathways in accordance with the relevant trunk and shrub heights at maturity.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO5.2 Landscaping and mounding do not interfere with visibility along a pathway.</p> <p><i>Refer to the Crime prevention through environmental design planning scheme policy.</i></p>	<p>AO5.2 The proposed development ensures landscaping and any mounding does not interfere with visibility along a pathway.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO6 Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p>AO6 Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p>	<p>AO6 The development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO7 Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: a) screening and buffering; b) street presentation; c) shading; d) amenity;</p>	<p>AO7 Development provides species in accordance with the Planting species planning scheme policy.</p>	<p>AO7 The proposed landscaping outcomes provides species in accordance with the Planting Species Planning Scheme Policy.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO8 Development provides planting densities and stock sizes which are optimised to: a) reduce maintenance and erosion; b) achieve amenity and ecological outcomes; c) provide the level of coverage for any green facades, green walls or</p>	<p>AO8.1 Development provides planting densities and stock sizes when planting in natural ground which achieves: a) full coverage of the mulched planting areas within 2 years; b) 95% coverage of the extent of the elevation within 2 years where for green facades.</p>	<p>AO8.1 The proposed development incorporates landscaping that will achieve full coverage within 2 years.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development.</p> <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p>AO8.2 Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.</p>	<p>AO8.2 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.</p>	<p>AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.</p>	<p>AO9.1 The proposed development incorporates species within a car parking area which are in accordance with the Planting Species Planning Scheme Policy.</p>	<p><input type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO9.2 Development provides planting areas within car parking areas that are protected by wheel stops or bollards.</p>	<p>AO9.2 Any planting within car parking areas will be suitably protected by either wheel stops or bollards.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO10 Development for a shade structure does not compromise landscape outcomes.</p>	<p>AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.</p>	<p>AO10 Any shade structure for car parking areas will allow for sunlight and rainwater accordingly.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO11 Development involving the construction of retaining walls provides for: (a) safety;</p>	<p>AO11 Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme</p>	<p>AO11 Any proposed retaining walls will be constructed in compliance with the standards in Council's Infrastructure design planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.		
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (b) drainage and stormwater management measures to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (d) reticulated irrigation to all artificial growing environments. <i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i>	AO12.1 Development provides drainage for artificial growing environments which is connected to stormwater drain.	AO12.1 The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised and is in accordance with the standards in the Landscape design planning scheme policy.	AO12.2 The proposal will provide landscaping and irrigation in compliance with the standards of the Landscape design guidelines for water conservation planning scheme policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained. <i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</i>	AO12.3 Any new landscaping will provide areas of pavement, turf and mulched garden beds which are adequately drained.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>	<p>AO12.4 Any irrigation within proposed landscaping areas will be provided in accordance with Council's Landscape design planning scheme policy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO13 Development provides landscaping and supporting growing environments which;</p> <ul style="list-style-type: none"> a) are safe; b) ensure efficient and effective maintenance; c) ensures success and long-term performance. <p><i>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p>AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<p>AO13.1 The proposal ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.2 Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.</p>	<p>AO13.2 The proposal ensures that the control device for any from tank water is located in a common area.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.3 Development provides one hose cock within each private landscape and recreation area.</p>	<p>AO13.3 The proposal provides one hose cock within each private landscaped area.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>	<p>AO13.4 The proposed development provides landscaping that utilises appropriate materials to maintain the function of any overland flow path.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO13.5 Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.</p>	<p>AO13.5 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.6 Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.</p>	<p>AO13.6 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.7 Development ensures that artificial growing environments are designed to allow for flush out.</p>	<p>AO13.7 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO13.8 Irrigation systems are designed to prevent overspray outside of planting areas.</p>	<p>AO13.8 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p>AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p>AO14 The proposal ensures plant species are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO15 Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.</p> <p><i>Note—Guidance is provided in the Landscape design planning scheme policy.</i></p>	<p>AO15.1 Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.</p>	<p>AO15.1 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO15.2 Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.</p>	<p>AO15.2 No artificial growing environments are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO16 Development incorporating a rooftop garden provides landscaping that:</p> <ul style="list-style-type: none"> a) is integrated into the rooftop garden design; b) ensures that landscaped open spaces dominate the built form elements; c) contributes to shade of communal open space; d) enhances the visual amenity and function of different rooftop garden spaces; e) contributes to greening the building appearance when viewed from external public vantage points. 	<p>AO16.1 Development incorporating a rooftop garden provides landscaping that includes:</p> <ul style="list-style-type: none"> a) planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building; b) a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy; c) suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years. 	<p>AO16.1 No rooftop gardens are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p>AO16.2 Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are: a) a minimum 75% open to the sky; b) provided in addition to any artificial soft landscape features.</p>	<p>AO16.2 No rooftop gardens are proposed as part of the development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

4.4 Stormwater Code

Effective V35 05 December 2025

Please see the Civil Engineering Report prepared by *MPN Consulting* for a response to the Stormwater code.

4.5 Transport, Access, Parking & Servicing Code

Effective V35 05 December 2025

4.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(1) The purpose of the Transport, access, parking and servicing code is to assess the suitability of the transport, access, parking and servicing aspects of development.		
(2) The purpose of the code will be achieved through the following overall outcomes:		
<ul style="list-style-type: none"> (a) Development provides for access, circulation, parking and vehicle-based services for all relevant transport modes, including walking, cycling and public transport relevant to the nature of the proposed development and its location in relation to the transport network and surrounding existing and future land uses. (b) Development enhances the potential for trip making other than by private vehicle. (c) Development provides safe access for all transport modes that does not impact adversely on the efficiency and safety of the transport network or diminish the amenity of nearby land uses. (d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use. (e) Development provides site access arrangements to ensure that any adverse impacts on other development, the transport network and those who use it, are minimised to maintain amenity of the area and the safety and efficiency of the transport system. (f) Development ensures that access, parking and servicing arrangements and impacts such as noise, are consistent with the 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, 	<p>The proposed development achieves access, parking, manoeuvring and servicing areas for all transport modes in accordance with the relevant standards. Please refer to the submitted traffic report for further information.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.</p> <p>(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.</p> <p>(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.</p> <p>(j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which:</p> <ul style="list-style-type: none"> (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users. <p>(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.</p> <p>(l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.</p>		

4.5.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO1 Development is designed:</p> <ul style="list-style-type: none"> (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. <p><i>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</i></p> <ul style="list-style-type: none"> ▪ <i>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> ▪ <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and</i> 	<p>AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO1 The proposed development generally complies with the standards in Council’s Transport, access, parking and servicing planning scheme policy or otherwise, ensure the efficient and safe operation of the site and its surrounds in accordance with the relevant Australian Standards. Please refer to the submitted traffic report for further information.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i></p> <ul style="list-style-type: none"> <i>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</i> 			
<p>PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p>AO2 No acceptable outcome is prescribed.</p>	<p>AO2 The proposed development is not considered to be of a major size.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>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.</p>	<p>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.</p>	<p>AO3.1 The proposed development provides temporary and ultimate access, designed in accordance with Council's standards.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO3.2 No vehicular access easements are required as part of this development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO4 Development provides walking and cycle routes through the site which:</p> <p>(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;</p> <p>(b) encourage walking and cycling;</p> <p>(c) ensure pedestrian and cyclist safety;</p> <p>(d) provide a direct and legible network.</p> <p><i>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</i></p>	<p>AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	<p>AO4.1 Any walking or cycle routes will be constructed in accordance with Council’s standards.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>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.</p>	<p>AO.2 Any walking or cycle routes will be constructed in accordance with Council’s standards.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>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.</p>	<p>AO4.3 Any walking or cycle routes will be constructed in accordance with Council’s standards.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO5 Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building’s main entrance;</p> <p>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip</p>	<p>AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO5.1 Adequate bicycle parking spaces are able to be accommodated onsite.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>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</p>	<p>AO5.2 No end of trip facilities are required as part of this development application.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>facilities and the main area of the building;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p><i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p>		
	<p>AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p>AO5.3 Visitor bicycle parking spaces will be easily discernible by signage.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>AO5.4 Visitor bicycle parking spaces will not impede pedestrian movement onsite.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p>AO5.5 Bicycle parking spaces will be constructed in accordance with Council’s standards.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p><i>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>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.</p>	<p>AO6 No end of trip facilities are required as part of this development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO7</p>	<p>AO7</p>	<p>AO7</p>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
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.	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.	Appropriate pedestrian and cycle access will be provided onsite, in accordance with Council's standards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> 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 proposed development will provide pedestrian and cyclist access that is integrated with adjacent roads, key destinations and public transport facilities.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise and light.	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	AO9.1 The proposed development is not of a major size.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	AO9.2 The proposed development provides a single, temporary access from Learoyd Road in Stage 1, being the only road to which the subject site has frontage. Subsequently in Stage 2, the proposed lots will each achieve single site access from the new minor road.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.3 Development ensures that sight distances to and from all proposed access driveways	AO9.3 All proposed access driveways achieve sight distances in accordance with Council's	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	requirements. Please refer to the submitted traffic report for further information.	<input type="checkbox"/> 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 The proposed development provides access driveways in accordance with Council's standards and are not located through a bus stop, taxi rank or pedestrian refuge.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 Where required, appropriate shared access is provided by the proposed development.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> 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 Any redundant crossovers will be closed, which can be conditioned accordingly.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are	AO11.1 All proposed access driveways achieve sight distances in accordance with Council's	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	requirements. Please refer to the submitted traffic report for further information.	<input type="checkbox"/> 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 required as part of this development application.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. <i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i>	AO12 The subject site is located outside the City core and City frame areas.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO13 Development outside of the City core and City frame as identified in Figure a	AO13 Development outside of the City core and City frame as identified in Figure a:	AO13 The proposed relocatable home park achieves 12 car parking spaces for residents and 2	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>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.</p>	<p>(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.</p> <p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</i></p>	<p>visitor parking spaces, in accordance with Council’s standards.</p>	<p><input type="checkbox"/> Performance Solution</p>
<p>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.</p> <p><i>Note—In order to demonstrate that adequate car parking is provided, a traffic</i></p>	<p>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.</p> <p>AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>AO14.1 The proposed development provides car parking in accordance with the peak parking demand for the site. Please refer to the submitted traffic report for more information.</p> <p>AO14.2 No mixed use is proposed as part of this development application.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</i></p>			
<p>PO15 Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement. 	<p>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.</p>	<p>AO15 The proposed development provides parking bays, queue areas and manoeuvring areas that are designed in accordance with Council's standards.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p>AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; 	<p>AO16 The proposed development incorporates key CPTED principles in its design and layout.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>(e) including way-finding cues;</p> <p>(f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</i></p>		
<p>PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p>AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <p>(a) denying access to potential canvases through access control techniques;</p> <p>(b) reducing potential canvases through canvas reduction techniques;</p>	<p>AO17 The proposed development employs adequate graffiti and vandalism prevention techniques.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p><i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</i></p>		
<p>PO18 Development is serviced by an adequate number and size of service vehicles.</p>	<p>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.</p>	<p>AO18 The proposed development provides for service vehicle access in accordance with Council's standards. Please refer to the submitted traffic report for more information.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO19 Development layout provides for services which:</p> <p>(a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected;</p> <p>(b) are clearly defined, safe and easily accessible;</p> <p>(c) are designed to contain potential adverse impacts of servicing within the site;</p> <p>(d) do not detract from the aesthetics or amenity of the surrounding area.</p>	<p>AO19.1 Development ensures that a service bay provided on site:</p> <p>(a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(b) is located away from street frontages and screened from adjoining premises.</p>	<p>AO19.1 No service bay is required onsite by the proposed development.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO19.2 Any onsite servicing and manoeuvring areas are designed in accordance with Council's standards. Please refer to the submitted traffic report for more information.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO19.3</p>	<p>AO19.3</p>	

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	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.	The proposed development facilitates onsite refuse collection in accordance with Council's standards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: <ul style="list-style-type: none"> (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 Any service vehicles will use the shortest, most direct route from major roads to the subject site.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: <ul style="list-style-type: none"> (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 	AO21.1 Development which is freight-dependent development is located on a site which: <ul style="list-style-type: none"> (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, 	AO21.1 The proposed development does not require servicing by a b-double vehicle.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
to all roads including Austroads vehicles classes 1-9.	parking and servicing planning scheme policy.		
	AO21.2 Development which is freight-dependent provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	AO21.2 The proposed development does not require servicing by a b-double vehicle.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5. OVERLAY CODES

5.1 Airport Environs Overlay Code

Effective – V35 05 December 2025

5.1.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Airport environs overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> (i) Theme 1: Brisbane’s globally competitive economy and Element 1.2 – Brisbane’s industrial economy; (ii) Theme 5: Brisbane’s CityShape and Element 5.1 – Brisbane’s City Centre and Element 5.2 – Brisbane’s Major Industry Areas. <p>(b) Provide for the assessment of the suitability of development in the Airport environs overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p> <ul style="list-style-type: none"> (a) Development protects the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports. (b) Development protects the functioning of aviation facilities from incompatible land uses, buildings, structures and works. (c) Development within the vicinity of the Brisbane and Archerfield airports is appropriately located to prevent exposure to very high levels of aircraft noise and designed to adequately attenuate expected aircraft noise to protect the health and wellbeing of occupants. (d) Development ensures that operational airspace of the Brisbane, Archerfield and Amberley airports is not put at risk from light sources or wildlife interference generated by development. (e) Development minimises potential hazards to the safety and functioning of airport operations resulting from emissions from smoke, dust or any other airborne particulate or the creation of air turbulence. 	<p>The proposed development generally achieves compliance with the Overall Outcomes. Specifically, the proposal will not impact on the safety and functioning of operational airspace of the Brisbane, Archerfield and Amberley airports. Furthermore, the proposal will not create potential hazards to the safety and functioning of airport operations resulting from emissions from light, smoke, dust or any other airborne particulate or the creation of air turbulence.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(f) Development does not materially increase the number of people or the storage and handling of dangerous goods or combustible liquids within public safety areas. (g) Development minimises the potential hazard to safety of airport operators resulting from reflection of sunlight, and other potential threat of interference to pilot vision. (h) Development avoids increased risks to public safety near airport runways.		

5.1.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories			
General			
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. <i>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</i>	AO1 The proposed development does not penetrate or create any physical obstruction into the OLS or PANS-OPS	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational	AO2 Development does not emit into the OLS or height restriction zone: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction	AO2 The proposed development will not emit gaseous plume, smoke, dust, ash, steam or other airborne particulate into the OLS.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>airspace of Brisbane, Archerfield or Amberley airports.</p> <p><i>Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</i></p>	<p>with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>(b) smoke, dust, ash, steam or other airborne particulate.</p>		
Additional performance outcomes and acceptable outcomes if involving air service			
<p>PO3</p> <p>Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p>	<p>AO3</p> <p>Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.</p>	<p>AO3</p> <p>The proposed development does not involve air services.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
Section B—If in the Bird and bat strike zone sub-categories			
<p>PO4</p> <p>Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.</p>	<p>AO4.1</p> <p>Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.</p>	<p>AO4.1</p> <p>The proposal ensures that waste is covered and collected so that it is inaccessible to birds and bats.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
	<p>AO4.2</p> <p>Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.</p>	<p>AO4.2</p> <p>Landscaping and drainage will be designed to not attract birds and bats.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section C—If in the Public safety area sub-categories			
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	AO5.1 The site is not in the Public safety area sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	AO5.2 The site is not in the Public safety area sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section D—If in the Light intensity sub-categories			
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: <ul style="list-style-type: none"> (a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; (b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. <p><i>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</i></p>	AO6.1 Any outdoor lighting proposed as part of this development will comply with the relevant Australian Standards.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:</p> <ul style="list-style-type: none"> (a) coloured flashing or sodium lighting; or (b) glare or upward shining lights; or (c) flare plumes. 	<p>AO6.2 Any outdoor lighting proposed as part of this development will comply with the relevant Australian Standards.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section E—If in the Aviation facilities sub-categories			
<p>PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility.</p> <p><i>Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.</i></p>	<p>AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:</p> <ul style="list-style-type: none"> (a) transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or (b) contains a reflective surface that will interfere with the functioning of the aviation facility. <p><i>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.</i></p>	<p>AO7 The site is not located within the Aviation facilities sub-categories.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories			
<p>PO8 Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants</p>	<p>AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community</p>	<p>AO8.1 The proposed development is not located within the ANEF contour sub-categories.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>by complying with the internal noise criteria in Table 8.2.2.3.B.</p> <p><i>Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:</p> <p>(a) provides external windows and doors which are acoustically rated to a minimum of Rw 30;</p> <p>(b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>(c) ensures that external walls are acoustically rated to a minimum of Rw 50.</p>		
	<p>AO8.2</p> <p>Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park located in the ANEF 25-30 sub-category:</p> <p>(a) provides external windows and doors which are acoustically rated to a minimum of Rw 30;</p> <p>(b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>(c) ensures that external walls are acoustically rated to a minimum of Rw 50.</p>	<p>AO8.2</p> <p>The proposed development is not located within the ANEF contour sub-categories.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO8.3 The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service.	AO8.4 The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.	AO8.5 The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO9.1 The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located	AO9.2 The proposed development is not located within the ANEF contour sub-categories.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.		

5.2 Biodiversity Areas Overlay Code

Effective - V35 05 December 2025

Please see the Ecological Assessment Report prepared by *Clear Environmental Solutions* for a response to the Biodiversity areas overlay code.

5.3 Bushfire Overlay Code

Effective - V35 05 December 2025

Please see the Bushfire Hazard Assessment and Management Plan prepared by *Max Bushfire Protection* for a response to the Bushfire overlay code.

5.4 Community Purposes Network Overlay Code

Effective – V35 05 December 2025

5.4.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) This code applies to assessing development in the Community purposes network overlay, if:</p> <ul style="list-style-type: none"> (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. <p>(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:</p> <ul style="list-style-type: none"> (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. <p>(3) When using this code, reference should be made to section 1.5 and section 5.3.3.</p>		
<p>Note: The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.</p>		
<p>Editor’s note: Standards for the provision of trunk infrastructure are specified in the Local government infrastructure plan.</p>		
<p>(a) Implement the policy direction in the Strategic framework in particular:</p> <ul style="list-style-type: none"> (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; 	<p>The proposed development achieves the overall outcomes of the Community Purposes Network Overlay as follows:</p> <ul style="list-style-type: none"> ▪ The subject site is not identified as requiring any community infrastructure items; ▪ The proposed development does not negatively impact or compromise the provision of community infrastructure. 	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(ii) Theme 5: Brisbane’s CityShape and Element 5.6 – Brisbane’s Greenspace System.1</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(e) Development does not compromise the completion of the Community purposes network.</p>		

5.4.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long-term corridor park specific location sub-category			
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned	AO1	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>the parks network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> (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; (a) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. 	<p>infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy</p>	<p>The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	
<p>PO2 Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> (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: 	<p>AO2 No acceptable outcome is prescribed.</p>	<p>AO2 The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>PO3 Development protects a park shown on the Community purposes network</p>	<p>AO3</p>	<p>AO3</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>	<p>Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy. 	<p>The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	
<p>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</p>			
PO4	AO4	AO4	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> (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. 	<p>Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</p>	<p>The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	<p><input type="checkbox"/> Performance Solution</p>
<p>PO5 Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> (a) for development completely or partly outside the priority 	<p>AO5 No acceptable outcome is prescribed.</p>	<p>AO5 The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving</p> <p>(i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>(ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development;</p> <p>(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.</p> <p><i>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</i></p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.</i></p>			
<p>PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. 	<p>AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> (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. 	<p>AO6 The subject site is not identified within a sub-category of the Community purposes network overlay.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</i></p>			

5.5 Regional Infrastructure Corridors & Substations Overlay Code

Effective - V35 05 December 2025

5.5.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Regional infrastructure corridors and substations overlay code is to:</p> <p>(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.</p> <p>(b) Provide for the assessment of the suitability of development in the Regional infrastructure corridors and substations overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<p>(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.</p>	<p>The proposed development protects the high voltage electricity infrastructure contained onsite.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>(b) Development does not adversely impact on the safe operation and maintenance of a gas pipeline, an oil pipeline, or major transport infrastructure.</p>		
<p>(c) Development does not compromise the potential future re-use of a decommissioned oil pipeline.</p>		
<p>(d) Development is sited and designed to not impede the functioning and maintenance of high voltage electrical infrastructure.</p>		

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
(e) Development does not compromise the integrity, operation or maintenance of sub-surface transport infrastructure.		

5.5.2 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			
<p>PO1</p> <p>Development does not create a risk to life or property and does not compromise the safe operation of a gas pipeline.</p>	<p>AO1</p> <p>Development:</p> <p>(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</p> <p>(b) is only for a boundary realignment.</p>	<p>AO1</p> <p>The subject site is not located within a Gas pipeline buffer.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
Section B—If in the Oil pipeline 15m sub-category or the Oil pipeline 100m sub-category			
<p>PO2</p> <p>Development does not create a risk to life or property and does not compromise the safe operation of an oil pipeline.</p>	<p>AO2</p> <p>Development:</p> <p>(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</p> <p>(b) is only for a boundary realignment.</p>	<p>AO2</p> <p>The subject site is not located within an Oil pipeline buffer.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO3 Development does not compromise the potential future operation of a decommissioned oil pipeline.</p>	<p>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.</p>	<p>AO3 The subject site is not located within an Oil pipeline buffer.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>Section C—If in a Major electricity infrastructure high voltage powerline sub-category or the Major electricity infrastructure high voltage powerline easement sub-category</p>			
<p>PO4 Development for reconfiguring a lot for land subject to high voltage electrical work avoids exposing people to unacceptable electromagnetic radiation or electrocution risk.</p>	<p>AO4.1 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.</p>	<p>AO4.1 The proposed development will ensure minimum safety clearances to high voltage powerlines are achieved, which can be conditioned accordingly.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO4.2 The level of hazard and risk to future residents will remain within acceptable limits.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>Section D—If in the Major transport infrastructure sub-category</p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO5</p> <p>Development does not compromise the ability to safely operate and maintain major transport infrastructure.</p>	<p>AO5</p> <p>Development will not compromise the safe operation and maintenance of major transport infrastructure in accordance with the written confirmation of the infrastructure owner.</p>	<p>AO5</p> <p>The subject site is not located within the Major transport infrastructure sub-category.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>Section E—If in the Major sub-surface transport infrastructure sub-category</p>			
<p>PO6</p> <p>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.</p>	<p>AO6</p> <p>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.</p>	<p>AO6</p> <p>The subject site is not located within the Major sub-surface transport infrastructure sub-category.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>
<p>PO7</p> <p>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.</p>	<p>AO7</p> <p>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.</p>	<p>AO7</p> <p>The subject site is not located within the Major sub-surface transport infrastructure sub-category.</p>	<p><input type="checkbox"/> Compliant</p> <p><input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

5.6 Road Hierarchy Overlay Code

Effective - V35 05 December 2025

5.6.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Road hierarchy overlay code is to:</p> <ul style="list-style-type: none"> (a) Implement the policy direction in the Strategic framework, in particular: <ul style="list-style-type: none"> (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. 		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<ul style="list-style-type: none"> (a) Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain. (b) Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists. (c) Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters. (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. 	<p>The proposed development is compatible with the surrounding road hierarchy and contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane’s public domain. The proposal is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.6.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO1 Development ensures that:</p> <p>(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:</p> <p>(i) the road hierarchy shown on the Road hierarchy overlay map;</p> <p>(ii) public transport operations;</p> <p>(iii) pedestrian and cyclist movement;</p> <p>(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;</p> <p>(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.</p>	<p>AO1.1 Development ensures that an access driveway is provided from:</p> <p>(a) a minor road;</p> <p>(b) a district road or suburban road if the development has high traffic-generating potential.</p>	<p>AO1.1 The proposal ensures ultimate site access is provided from the new minor road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO1.2 The proposal does not seek to provide ultimate site access from a primary freight route.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO1.3 The proposal seeks to provide access from the lowest order of road in accordance with the Road Hierarchy Overlay.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.</p>	<p>AO1.4 Temporary access to Learoyd Road will be restricted to a left turn only. The proposal provides ultimate access to the new minor road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO.51 The proposal will seek access from the lowest order road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section B—If for assessable development for a material change of use			
<p>PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p>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.</p>	<p>AO2.1 The proposed development achieves an access, which is consistent with the amount of traffic expected of the road hierarchy.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>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.</p>	<p>AO2.2 The proposal mitigates impacts on the road hierarchy accordingly from the temporary access on Learoyd Road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
<p>PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p>AO3 No acceptable outcome is prescribed.</p>	<p>AO3 The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority</p>	<p>AO3A No acceptable outcome is prescribed.</p>	<p>AO3A The proposed development does not require payment of extra trunk infrastructure costs.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>infrastructure area in the Local government infrastructure plan;</p> <p>(b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <ul style="list-style-type: none"> (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. 			
<p>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</p>			
<p>PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p>	<p>AO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p>	<p>AO4 The proposal protects long term infrastructure within Learoyd Road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	(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.		
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy			
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	AO5 The proposal is designed in a manner to preserve the functionality of the road hierarchy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
PO6 Development ensures that an extension of or change to the road network:	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road	AO1 The proposed new road is designed in accordance with Council’s Infrastructure Design Planning Scheme Policy.	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network. 	<p>hierarchy overlay and the standards in the Infrastructure design planning scheme policy.</p> <p>AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p>	<p>AO6.2 The proposal is designed to preserve the function of the road hierarchy.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>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.</p>	<p>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.</p>	<p>AO7 The proposal ensures future lots do not direct ingress or egress to a major road.</p>	<p><input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
<p>PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.</p>	<p>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.</p>	<p>AO8 No new intersections are proposed as part of this development application.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

5.7 Significant Landscape Tree Overlay Code

Effective - V35 05 December 2025

Please see the Ecological Assessment Report prepared by *Clear Environmental Solutions*.

5.8 Streetscape Hierarchy Overlay Code

Effective - V35 05 December 2025

5.8.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Streetscape hierarchy overlay code is to:</p> <ul style="list-style-type: none"> (a) Implement the policy direction in the Strategic framework, in particular: <ul style="list-style-type: none"> (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. 		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<ul style="list-style-type: none"> (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. 	<p>The proposed development will support the creation of a high quality streetscape to Learoyd Road and the proposed new road.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

5.8.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</p>			

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>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.</p>	<p>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.</p>	<p>AO1 No linear land dedication is required to Learoyd Road. The proposed new road will achieve 4.25m wide verges in accordance with Council's standards.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
<p>PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.</p>	<p>AO2.1 Development ensures that existing street trees are retained and protected.</p>	<p>AO2.1 Any street trees will be retained and protected by the proposed development.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	<p>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.</p>	<p>AO2.2 Where required, any street tree planting will be undertaken in accordance with Council's preferred species list.</p>	<input checked="" type="checkbox"/> Compliant <input type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
Section B—If for assessable development			
<p>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;</p>	<p>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</p>	<p>AO3.1 No corner land dedication is required by the proposed development.</p>	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
(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.	the Infrastructure design planning scheme policy.		
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO3.2 No corner land dedication is required by the proposed development.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution
	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 No corner land dedication is required by the proposed development.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> 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: (iv) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance;	AO4 The subject site does not require a wildlife movement solution.	<input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>(v) achieve physical separation of native wildlife and the road;</p> <p>(vi) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.</p> <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>		

5.9 Transport Air Quality Corridor Overlay Code

Effective - V35 05 December 2025

5.9.1 Purpose

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<p>(1) The purpose of the Transport air quality corridor overlay code is to:</p> <p>(a) Implement the policy direction in the Strategic framework, in particular:</p> <ul style="list-style-type: none"> i. Theme 3: Brisbane’s clean and green leading environmental performance and Element 3.2 – Brisbane’s environmental quality and sustainable design; ii. Theme 5: Brisbane’s CityShape and Element 5.8 – Brisbane’s Growth Nodes on Selected Transport Corridors. <p>(b) Provide for the assessment of the suitability of development in the Transport air quality corridor overlay.</p>		
<p>(2) The purpose of the code will be achieved through the following overall outcomes:</p>		
<p>(a) Development, in the context that air emissions are greater in transport corridors than in less busy areas, ensures that site layout and building design:</p>	<p>The proposed development will mitigate any impacts upon future residents from air pollution.</p>	<p><input checked="" type="checkbox"/> Compliant</p> <p><input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Performance Solution</p>

PURPOSE & OVERALL OUTCOMES	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> (i) minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of users of a childcare centre, multiple dwelling, residential care facility or retirement facility; (ii) maximise wind movement around buildings and the dispersion of traffic air pollutants; (iii) minimise the impacts of air pollution from a tunnel ventilation stack on the health and wellbeing of occupants of sensitive uses. 		

5.9.2 Performance Outcomes & Acceptable Outcomes

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
Section A—If in the Transport air quality corridor A sub-category			
<p>PO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility minimises exposure of an occupier of the development to road traffic air pollutants:</p> <ul style="list-style-type: none"> (a) adequate separation from the road; or (b) provision of ducted mechanical ventilation with supply of clean outdoor air. 	<p>AO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility:</p> <ul style="list-style-type: none"> (a) is set back to the greater of the requirements of any use code or the minimum separation distance, measured in the horizontal and vertical planes (refer to Figure a), from the kerb as specified in Table 8.2.23.3.B; or (b) is installed with ducted mechanical ventilation for the supply of outdoor air in compliance with AS 1668.2-2002: The use of ventilation and air conditioning in 	<p>AO1 The subject site is not located within the Transport air quality corridor A sub-category.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
	<p>buildings - Mechanical ventilation in buildings, and:</p> <ul style="list-style-type: none"> (i) locates the mechanical ventilation outdoor air intakes at least the minimum distance, measured in the horizontal and vertical planes (refer to Figure b), from the kerb as specified in Table 8.2.23.3.B; or (ii) includes filtration of outdoor air to a minimum performance standard of F6 or minimum efficiency reporting value (MERV) 9. <p><i>Editor's note—MERV rating system (in accordance with the American Society of Heating, Refrigeration and Air-Conditioning) and the F rating system (in accordance with AS 1324.1 Air filters for use in general ventilation and airconditioning - Application, performance and construction) are measures used to describe the efficiency with which particulate filters remove particles of a specified size from an airstream. The higher the MERV designation, the better the removal efficiency, particularly for smaller particles.</i></p>		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>PO2 Development for a childcare centre meets the air quality (planning) criteria in Table 8.2.23.3.C, to ensure that users are not exposed to harmful air pollutant levels.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>	<p>AO2 Development for a childcare centre ensures that a habitable room and any covered or uncovered outdoor activity area is located at least the minimum horizontal and vertical distances specified in Table 8.2.23.3.B.</p>	<p>AO2 The subject site is not located within the Transport air quality corridor A sub-category.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
Section B—If in the Transport air quality corridor B sub-category			
<p>PO3 Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ul style="list-style-type: none"> (a) maintaining gaps between buildings at 7m or higher; (b) variation in the building facade, in addition to balconies; (c) varying the building shape and form from that of neighbouring buildings; 	<p>AO3 Development at 7m or higher is set back at least 20m from the kerb.</p>	<p>AO3 The proposed development does not involve building heights at 7m or higher.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<p>(d) significant vegetation between the road and the building.</p> <p><i>Note—A transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy can assist in demonstrating achievement of this performance outcome.</i></p>			
Section C—If within the Tunnel ventilation stack sub-category			
<p>PO4 Development does not:</p> <p>(a) expose the occupants of a sensitive use to an air pollutant that exceeds the air quality planning criteria in Table 8.2.23.3.C, due to the operation of a tunnel ventilation outlet;</p> <p>(b) affect the dispersion of air pollutants to the extent that existing sensitive uses will be exposed to air pollutants that exceed the air quality (planning) criteria in Table 8.2.23.3.C.</p> <p><i>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can</i></p>	<p>AO4.1 Development has a building height which is at least 10m lower than the height of the tunnel ventilation outlet.</p>	<p>AO4.1 The subject site is not located within the Tunnel ventilation stack sub-category.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>
	<p>AO4.2 The development does not include a childcare centre.</p>	<p>AO4.2 The subject site is not located within the Tunnel ventilation stack sub-category.</p>	<p><input type="checkbox"/> Compliant <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Performance Solution</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	PROPOSAL	COMPLIANCE
<i>assist in demonstrating achievement of this performance outcome.</i>			