Low Density Residential Zone Code

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APPLICATION REF
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MURRAY BELL PLANNING CO.

Overall Outcome	Response
The Overall Outcomes of the Low Density Residential Zone Code are:	
4a) Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.	4a - Complies The proposed subdivision creates parcels of land that can establish Dwelling Houses that are consistent with the intent of the Low Density Residential Zone.
4b) Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.	4b - Complies A Dwelling House can be constructed on each of the proposed lots. Future houses on each proposed lot can be designed to offer housing diversity and choice to different household types and residents in different life cycle stages.
4c) Development maintains a low density character in which multiple dwellings are not accommodated.	4c - Not Applicable Multiple Dwellings are not proposed.
4d) Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.	4d - Not Applicable The proposal is for the subdivision of land only. The proposal does not include a residential care facility or retirement facility.
4e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.	4e - Not Applicable A Relocatable Home Park or Tourist Park is not proposed.
4f) Development for a dwelling unit may occur as part of a non-residential use.	4f - Not Applicable The proposal does not include a Dwelling Unit.
4g) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	4g - Complies A high level of comfort, quiet, privacy and safety can be achieved based on future house designs on each of the proposed lots.
4h) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	4h - Not Applicable A commercial character building activity is not proposed.
4i) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial character building overlay is to: i. have a gross floor area of less than 250m2; ii. serve local residents' day-to-day needs; iii. not undermine the viability of a nearby centre.	4i - Not Applicable The proposal does not include a non-residential use.

Low Density Residential Zone Code

4j) Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	4j - Not Applicable A home based business is not proposed.
4k) Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone.	4k - Not Applicable A non-residential use is not proposed.
4l) Development for rooming accommodation accommodates five persons or less.	4l - Not Applicable Rooming accommodation is not proposed.
5a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.	5a - Complies The proposal relates to the subdivision of land only. No new built form is proposed.
5b) Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.	5b - Complies All future dwellings on the proposed lots can be designed to have a height, bulk, scale and form that reflects the low density detached housing suburban identity of the Low Density Residential Zone.
5c) Development for a dwelling house occurs on appropriately sized and configured lots, and: i. where not on a rear lot, has a minimum lot size of 400m2; ii. where on a rear lot, has a minimum lot size of 600m2; iii. maintains a block pattern that accommodates traditional backyards and large trees.	5c - Complies Each proposed lot contains 398.12m^2, a shortfall of 1.88m^2 (0.47%) against the 400m^2 minimum. Neither is a rear lot. This minor departure does not materially affect the ability to accommodate a detached Dwelling House, setbacks, landscaping and a functional backyard with space for tree planting. The configuration reflects the locality's varied lot sizes and frontages. The Application Report provides the detailed justification for the lot dimensions and their consistency with the intended residential character.
5d) Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	5d - Complies The proposal relates to the subdivision of land only. No new built form is proposed. All future development on proposed lots can be designed to support a subtropical character.
5e) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: i. provides safety from fire hazards; ii. maximises the retention of backyard spaces as private landscaped space; iii. avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.	5e - Not Applicable A Dwelling House is not proposed.
5f) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	5f - Complies The proposed subdivision is responsive to the slope, configuration, and location of services.

Enoggera District Neighbourhood Plan Code

Overall Outcomes	Response
The Overall Outcomes of the Enoggera District Neighbourhood Plan Code are:	
3a) Development is underpinned by regionally significant transport infrastructure, focused along the Ferny Grove railway corridor.	3a – Complies The proposal provides one additional residential allotment within an established area served by the Ferny Grove railway corridor. As identified in the Application Report, Enoggera and Gaythorne railway stations are within approximately 600m walking distance. Future residents will also have access to bus services along nearby Samford Road.
3b) A balanced mix of housing densities and types, including public housing and retirement facilities, serve the needs of the community. Identified character housing is retained.	3b – Complies The proposal contributes incrementally to housing and lot-size choice by creating two freehold allotments intended for detached Dwelling Houses. This modest infill outcome maintains the housing form intended for the Low Density Residential Zone. The site is outside the Traditional Building Character and Pre-1911 Building overlays and does not contain an identified heritage place.
3c) Multiple dwellings are not accommodated in the Low density residential zone.	3c – Complies The subdivision creates two vacant allotments intended to accommodate one detached Dwelling House each. Multiple Dwellings are not proposed, maintaining the intended low density residential function.
3d) Significant environmental resources such as Kedron Brook and Enoggera Creek, with ecological, recreational and landscape values, are protected and enhanced.	3d – Complies The proposal does not involve works within Kedron Brook, Enoggera Creek or adjoining Ferguson Park. The configuration enables future dwellings and proposed building pads to be located beyond the mapped flood-affected area near Gizeh Street. Stormwater will discharge to the existing street drainage system, with detailed works to address the applicable stormwater and erosion and sediment control requirements.
3e) The Wardell Street/Samford Road shopping centre functions as a neighbourhood centre and redevelopment remains within the existing boundaries and carefully considers any impact on the efficient and safe operation of the intersection of Wardell Street and Samford Road.	3e – Not Applicable The proposal does not involve redevelopment or expansion of the Wardell Street/Samford Road shopping centre or alterations to that intersection. Both lots obtain vehicle access from Gizeh Street. The additional residential allotment will provide a small increase in the population able to access and support the nearby neighbourhood centre.
3f) The Gaythorne and Dallas Parade shopping centres remain as neighbourhood centres.	3f – Not Applicable The proposal does not involve redevelopment or expansion of the Gaythorne or Dallas Parade shopping centres and does not alter their neighbourhood centre role.
3g) The Enoggera Military Camp is a significant landholding and employment and traffic generator within the neighbourhood plan area. A major access point to the facility from Samford Road is encouraged to significantly reduce traffic through residential areas. Protection and enhancement of green-space areas within the site is encouraged. Note—The Enoggera Military Camp is a Federal Government facility and not subject to Council's planning controls.	3g – Not Applicable The proposal does not involve the Enoggera Military Camp, its access arrangements or its green-space areas. Both proposed lots obtain access from Gizeh Street, and no changes to the camp's access are proposed.

3h) Local low impact industrial areas at Pickering Street and Bellevue Avenue will be maintained to service local needs while appropriately managing their interface with surrounding residential areas.	3h – Not Applicable The proposal does not involve land within the Pickering Street or Bellevue Avenue industrial areas, reduce land available for industrial activities or introduce a new industrial interface. It retains a residential use of the Subject Site within the established residential locality.
3i) If quarrying activities cease in the Settlement Road area, an integrated residential precinct principally for low density residential purposes is preferred. Small-scale non-residential development providing local services, such as one or more convenience shops or a childcare centre, may also be appropriate. Any proposal for redevelopment should include landscape schemes that address revegetation and use tree species associated with the bushland of the locality.	3i – Not Applicable The proposal is an infill residential subdivision at Gizeh Street and does not involve the Settlement Road quarry area or its redevelopment.

Subdivision Code

Overall Outcome	Response
The Overall Outcomes of the Subdivision Code are:	
2a) Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the: i. landscape and built form character, environmental and other values of the site or locality; ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises; iii. amenity of intended uses and existing surrounding residential uses; iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.	**2a - Not Applicable** The application creates vacant freehold allotments and is not proposed in conjunction with or subsequent to a Material Change of Use approval.
2b) Development for reconfiguring a lot results in lots and an arrangement of lots that: i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site; ii. accommodate lawful uses; iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development; 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.	**2b – Complies** Both lots contain 398.12m^2 with approximately 9.49m frontage to Gizeh Street. The minor departures from the prescribed dimensions do not materially diminish their suitability for detached Dwelling Houses, landscaping and private open space. The configuration responds to the locality's varied lot pattern, parkland outlook, topography and servicing. Refer to Section 4.0 of the Application Report and the PO1 and PO27 responses below.
2c) Development for reconfiguring a lot under the *Land Title Act 1994* and the *Body Corporate and Community Management Act 1997* occurs in a manner that achieves good urban design outcomes.	**2c - Not Applicable** The proposal relates to the creation of freehold lots only.
2d) 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.	**2d - Not Applicable** The proposal relates to the creation of freehold lots only. The proposal is not associated with or resulting from a Material Change of Use.
2e) Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.	**2e - Complies** The proposal relates to the creation of freehold lots only.
2f) 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.	**2f - Complies** All existing structures on site will be demolished to create vacant parcels of land.
2g) Development for reconfiguring a lot provides infrastructure and services that: i. comply with the relevant standards in the planning scheme; ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;	**2g - Complies** Both lots can connect to existing sewer, water, electricity and telecommunications infrastructure along Gizeh Street. Separate stormwater connections will discharge to the street drainage system. Detailed connections and frontage works will be designed to the applicable standards. Refer to Section 4.0, Servicing, of the Application Report.

iii. maximise the quality and utility of the public realm.	

Performance Outcomes	Acceptable Outcomes	Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: (a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; (b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; (c) feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; (d) complement the streetscape, local context and character for the locality; (e) address development constraints.	AO1.1 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	PO1 – Complies Each lot contains 398.12m^2 and a frontage of 9.494m to Gizeh Street, representing departures of 1.88m^2 and approximately 0.51m from the respective 400m^2 and 10m requirements. Assessment against PO1 is sought. The lot configuration accommodates the required 9m × 15m rectangle and future detached housing, reflects the locality's varied lot pattern and responds to the parkland outlook, drainage and access constraints. Refer to Section 4.0 of the Application Report, particularly Lot Size and Frontage width, for the detailed PO1 justification. The separate development footprint requirements under PO27 are addressed below.
	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	AO1.2 – Not Applicable The proposal relates to the subdivision of land only – a building envelope/development footprint plan is not proposed or required

	subdivision to be registered for the lot where meeting the requirements of the Land Title Act 1994 and the Land Act 1994. Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan. Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.	
	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: (a) across a proposed lot boundary; or (b) within a setback required by the planning scheme. Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot. Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan. Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding	AO1.3 - Complies All existing structures and embellishments on site will be demolished to create vacant parcels of land.

	development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: • physical inspection is undertaken at the framing stage of construction; • written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; • other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: (a) do not rely on excessive cut and fill; (b) do not intrude into areas of waterway and environmental significance; (c) ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; (d) minimise adverse impacts to the utility of existing or proposed transport network elements.	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: (a) result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. (b) locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; (c) limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	AO2.1 – Complies Minor earthworks are proposed to manage the site slope. Cut and fill will remain under 1m in height above the natural ground level with the intention of creating level pads for both allotments which will drain to the existing kerb and channel on Gizeh Street.
	AO2.2 Development involving a lot with an area less than 450m2 is located on a site with a maximum average slope of: (a) 1 into 10 on the shortest lot axis; (b) 1 into 15 on the longest axis.	AO2.2 – Complies The subject site contains moderate topography falling from the rear to the northwestern corner at a gradient of 4.3% (or 1 in 23).
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an	AO2.3 - Complies The existing slope of the land does not exceed 1 in 5.

	existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	
	AO2.4 Development does not involve the creation of canals or artificial waterways.	AO2.4 - Complies The proposal does not include the creation of canals or artificial waterways.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b) for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d) to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e) at an adequate width, suitable gradient and appropriate construction standard; f) to avoid unreasonable detriment or nuisance to an adjacent premises; g) to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: a) design and construction in accordance with the road hierarchy; b) safe travel for pedestrian, cyclists and vehicles; c) access to properties for all modes; d) utilities; e) high levels of aesthetics and amenity, improved liveability and future growth; f) a high-quality streetscape; g) a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	AO3.1 - Complies Any works within the verge will be carried out in accordance with the requirements of the Planning Scheme.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.2 - Complies The existing crossover will be retained unaltered for Lot 1. A new crossover for Lot 2 with a maximum width of 3.2m is possible while achieving a minimum clearance of 1m to the power pole and 2m to street trees. Construction of the Lot 2 crossover is requested to be deferred until the dwelling house stage to avoid construction damage. Detailed design must comply with BSD-2022 and the Transport, access, parking and servicing planning scheme policy.

	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a) direct; or b) via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c) the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d) compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	AO3.3 - Complies Direct vehicular access to each lot will be achieved from Gizeh Street, which is identified as a 'minor road' in accordance with the Planning Scheme.
	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 - Complies Safe and visible vehicular access to the Subject Site will be established in accordance with the Planning Scheme.
	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 - Complies Vehicular access to each proposed lot can be achieved in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: (a) Local government infrastructure plan;	AO4.1 - Complies The proposed development will comply with the standards in the Infrastructure Design Planning Scheme Policy, Refuse Planning Scheme Policy, Transport, Access, Parking and

Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	(b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy; (d) Transport, access, parking and servicing planning scheme policy; (e) Long term infrastructure plan; (f) codes and planning scheme policies that apply to the site.	Servicing Planning Scheme Policy, codes and the planning scheme policies that apply to the site. A road/ verge widening is not required to establish the development.
	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 - Complies A lawful point of discharge will be provided via the kerb and channel on Gizeh Street in accordance with the standards of the Stormwater Code.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: (a) in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or (b) a 6m long by 3 equal chord truncation if a minor road.	AO4.3 - Not Applicable Corner truncations are not required. The subject site is not a corner lot.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b) avoiding the hazard; or c) mitigating hazard impacts, including through buffers, structures or other necessary measures.	AO5 - Complies The proposed lot sizes, layout and configuration ensures a Dwelling House can be established on each proposed lot without being subject to unacceptable air, noise, dust and light impacts from an adjoining use.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a) rearranging the boundaries of a lot; or b) volumetric format plan subdivision; or c) a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
Not Applicable		
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		

<table>
<tr><td colspan="3">c) cycle or pedestrian routes</td></tr>
<tr><td colspan="3">Not Applicable</td></tr>
<tr><td colspan="3">Section C—Specific performance outcomes and acceptable outcomes applicable to development</td></tr>
<tr><td>PO27
Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the:
a. intended character of a locality;
b. quality of the public realm and the provision of street trees;
c. availability of on-street car parking;
d. natural, character or heritage features of the lot.
Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.</td><td>AO27.1
Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan:
a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code;
b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater;
c. 1.5m to any secondary street frontage where for a corner lot;
d. 3m to any private open space on an existing or proposed adjoining small lot.

Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.

Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.

AO27.2
Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m.

Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.

Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</td><td>PO27 – Complies
Section 4.0 of the Application Report provides the detailed justification for the lot dimensions. The proposal will maintain to existing and emerging character of the locality, will maintained existing street trees withing the frontage of then site, and appropriately responds to site constraints.

Refer Section 4.0 – Application Report for further justification of this Performance Outcome.</td></tr>
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	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
Not applicable		

Community Purposes Network Overlay Code

Overall Outcomes	Response
The Overall Outcomes for the Community Purposes Network Overlay Code are:	
2a) 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.	2a - Not Applicable The development is not assumed future urban development.
2b) 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.	2b - Complies The infrastructure charges that are levied for the development will contribute to the trunk infrastructure.
2c) 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.	2c - Not Applicable The development does not provide infrastructure for the Community purposes network.
2d) Development does not compromise the completion of the Community purposes network.	2d - Complies The development does not compromise the completion of the Community purposes network.

Performance Outcomes	Acceptable Outcomes	Compliance
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users;	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	AO1 – AO3 - Not Applicable The subject site is not located within either of the above subcategories.

(e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.		
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.	AO2 No acceptable outcome is prescribed.	
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan;	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan;	

(b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	(c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.	AO4 Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	AO4 – AO6 - Not Applicable The subject site is not located within either of the above subcategories.
PO5	AO5 No acceptable outcome is prescribed.	

Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan;	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	

(c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (iv) is required to service the development or existing and future urban development in the planning scheme areas; or (v) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		

Flood Overlay Code

MURRAY BELL PLANNING CO.

8.10.11.1 – Purpose

Overall Outcome	Response
Overall Outcomes of the Flood Overlay Code are:	
2a) Development minimises exposure of people and property to unacceptable risk from flood hazard in all flood events.	2a - Complies The proposal is for the subdivision of land only, no new built form is proposed, thus it is not reasonably anticipated that the development will result in impacts to residents on adjoining sites.
2b) Development and infrastructure mitigates the flood risk through its location, siting, design, construction and operation whilst maintaining amenity.	2b - Complies The proposal is for the subdivision of land only; no new built form is proposed, minor earthworks will be carried out to create level pads for future dwelling construction, thus ensuring the development mitigates flood risk through its location and siting.
2c) Development does not unduly burden the city's counter-disaster response capacity, including emergency services access during a flood emergency.	2c - Complies Emergency personnel can access the site during a flood emergency.
2d) Development provides for efficient evacuation and access for evacuation resources including emergency services during flood events, or otherwise plans for the prospect and impact of isolation or hindered evacuation during flooding.	2d - Complies The proposal is for the subdivision of land only, no new built form is proposed, the development will not disrupt the evacuation capacity of the site or adjoining properties. Efficient evacuation and access for evacuation resources will be maintained
2e) Development involving essential community infrastructure remains functional during and immediately after flood events.	2e - Not Applicable Essential community infrastructure is not proposed.
2f) Development ensures that emergency management plans respond to the number and capacity of future users of the development to safely participate in emergency measures such as evacuation.	2f - Not Applicable An emergency management plan is not required.
2g) Development ensures that essential building services or services essential for the development are designed, located and operated to minimise the flood risk to people, minimise damage to property, disruption to building function, and re-establishment time after a flood event.	2g - Not Applicable. The proposal is for the subdivision of land only, no changes to essential building services are proposed.
2h) Development involving hazardous materials manufactured, handled or stored in bulk does not adversely impact on public safety and the environment as a result of the impacts of floodwater.	2h - Not Applicable Hazardous material storage or manufacturing is not proposed.
2i) Development does not, directly or cumulatively, cause or increase adverse impacts on other properties or land within the floodplain from flooding.	2i - Complies The proposal is for the subdivision of land only, no new built form is proposed, thus it is not reasonably anticipated that the development will result in impacts to surrounding properties or land within the floodplain

2j) Development prioritises, in order, the safety of people, protection of public infrastructure and protection of private property, in the management of the economic, social and environmental impacts of flooding.	2j - Not Applicable The proposal is for the subdivision of land only, no new built form is proposed, thus it is not reasonably anticipated that the development will result in impacts to property, residents on adjoining sites, or environmental, economic, and/or social assets.

Table 8.2.11.3.A—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling		
Not Applicable		
Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.		
Not Applicable		
Section C—If for assessable development other than for a dwelling house		
PO5 Development is located and designed to: a. minimise the risk to people from flood hazard on the site; b. minimise flood damage to the development and contents of buildings up to the defined flood event; c. provide suitable amenity; d. minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event.	AO5.1 Development complies with the flood planning levels specified in Table 8.2.11.3.D. Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	AO5.1 – Not Applicable The proposal is for the subdivision of land only; no new built form is proposed. Any future dwelling will be designed and constructed to comply with the applicable flood planning levels.
	AO5.2 Development is: a. not located in the: i. Brisbane River flood planning area 1, 2a, or 2b sub-categories; ii. Creek/waterway flood planning area 1 or 2 sub-categories; iii. Overland flow flood planning area sub-category; or	AO5.2 – Complies The Subject Site is not located in any of the identified flood planning area subcategories.

	b. only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that: i. the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and ii. the risk to people is managed to an acceptable level.	
PO6 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.	AO6.1 Development ensures that: a. all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or b. if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D. Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services. AO6.2 Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump	AO6.1-AO6.2 – Not Applicable The proposal is for the subdivision of land only, no new built form is proposed, the development does not involve the construction of on-site electrical infrastructure or a basement.
PO7 Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on	AO7.1 Development: a. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow	AO7.1 – Complies The proposal is for the subdivision of land only, no new built form is proposed, minor earthworks will be carried out to create level pads for the new lots which will drain to a lawful

properties that are upstream, downstream or adjacent to the development.	flooding, excluding storm-tide flooding and Brisbane River flooding sources; or b. does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	point of discharge via the existing kerb and channel on Gizeh Street, thus ensuring any material increase in flood levels on adjoining properties is avoided.
	AO7.2 Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.	AO7.2-AO7.3 – Complies There are no mapped Overland Flow paths identified over the Subject Site or adjoining properties.
	AO7.3 Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	
PO8 Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain.	AO8 Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.	AO8 – Complies Minor earthworks are proposed; however, this will occur outside of the mapped flood planning area, and, will remain below 1m in height above ground level.

Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy. Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.		
PO9 Development ensures that the building and site design: a. maintains the conveyance capacity of existing overland flow paths and creek/waterways; b. ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or building to minimise property or building damage, including for a flood larger than the defined flood event; c. mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.	AO9.1 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category: a. complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E; b. not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay. AO9.2 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category: a. has a ground level within the undercroft area that is free draining; b. does not involve excavation below ground level of more than 300mm within the undercroft area.	AO9.1-AO9.2 – Not Applicable The proposal is for the subdivision of land only, no new built form, including an undercroft of any type is not proposed.
PO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to: a. protect safety of users and emergency services personnel;	AO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses: a. is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L and Table 8.2.11.3.D; or b. has direct vehicle access to a critical route or interim critical route in the Critical infrastructure	AO10 – Complies Development for a vulnerable use, difficult to evacuate use, or assembly use is not proposed, the development is for the subdivision of land only.

b. support efficient emergency services access and site evacuation with consideration to the scale of development. Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.	and movement network overlay for evacuation in a flood; or c. can achieve vehicular evacuation to a suitable flood-free location. Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.	
PO11 Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.	AO11.1 Development provides an access or driveway into the site which is: a. trafficable during the defined flood event; b. not located in the Creek/waterway flood planning area 1 sub-category; c. not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event; d. the access or driveway is not inundated by a 10% AEP flood.	AO11.1 – Complies The proposal will establish one new 3.2 - 2.5m wide concrete driveway crossover to service the new lot 2. The proposed driveway will remain trafficable during defined flood events and are not located in any of the identified subcategories.
	AO11.2 Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site. Note—explanation of hydraulic hazard provided in the Flood planning scheme policy.	AO11.2 – Not Applicable The proposal relates to the subdivision of land only; no new built form is proposed; disabled access is not required.
PO12 Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.	AO12 Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.	AO12 – Not Applicable The proposal is for the subdivision of land only, a new road is not proposed or required.
PO13 Development for pedestrian and cyclist paths: a. provides a suitable level of trafficability;	AO13.1 Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are	AO13.1-AO13.2 – Not Applicable The proposal relates to the subdivision of land only, cyclist and pedestrian facilities are not proposed or required.

b. manages the impacts of flooding on asset life and ongoing maintenance costs; c. balances route availability with recreational and transport connectivity benefits to the city.	located above the 39% AEP (2 year ARI) flood immunity from all flooding sources. Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply.	
	AO13.2 All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.	
PO14 Development which increases the residential population within the Brisbane River flood planning area sub-categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.	AO14 Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving: a. an increase in the number of residential dwellings; or b. additional residential lots is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event. Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.	AO14 – Not Applicable The Subject Site is not located in the Brisbane River Flood Planning Area subcategory.
Additional performance outcomes and acceptable outcomes for essential community infrastructure		
Not Applicable		
Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H		
Not Applicable		
Additional performance outcomes and acceptable outcomes for reconfiguring a lot		
PO17 Development locates and designs all lots resulting from reconfiguring a lot to: a. minimise the risk to people from flood hazard;	AO17.1 Development creating new lots is identified in Table 8.2.11.3.I as suitable within the relevant flood planning area.	AO17.1 Table 8.2.11.3.I has identified the suitability of the proposal within the relevant flood planning area being creek/waterway subcategories 4 and 5 in this instance.

b. minimise damage to property from flood hazard; c. facilitate safe and efficient evacuation. Note— ▪ Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people. ▪ Flood warning time is not considered sufficient in the Creek/waterway planning area sub-categories or the Overland flow flood planning area sub-category. ▪ Filling above the flood planning level for a flood event greater than the defined flood event cannot be assumed to mitigate the flood hazard.	AO17.2 Development provides for reconfiguring a lot design that achieves a road and lot layout which: a. provides trafficable vehicular egress for evacuation during a defined flood event; b. optimises hazard-free movement away from sources of flood hazard within the development. Note—Further advice on road and lot layout is contained in the Flood planning scheme policy.	AO17.2 – Complies The proposal will establish safe and convenient road access that provides trafficable vehicular egress for evacuation during the defined flood event.
	AO17.3 Development which creates a new residential lot in an area subject to Brisbane River flooding, if the 1% AEP flood level is greater than 12.8m AHD is not subject to a hydraulic hazard greater than 0.6m^2/s DV or 0.6m deep in a 0.2% AEP flood. Note—Refer to the Flood planning scheme policy for further explanation on the 0.2% AEP flood.	AO17.3 – Not Applicable The Subject Site is not located within the Brisbane River Flood Planning Area subcategory.
PO18 Development involving reconfiguring a lot: a. minimises the risk to people from flood hazard; b. creates safe evacuation routes or avoids isolation of the development during a flood greater than the defined flood event; c. minimises damage to property and services; d. provides lots and roads that are not frequently flooded or subject to nuisance ponding or seepage; e. ensures lots created for park or private open space minimise the risk to people from flood hazard and are fit for purpose; f. provides a lot that is not substantially burdened by flood mitigation infrastructure.	AO18.1 Development involving reconfiguring a lot ensures: a. all lots comply with the flood planning levels in Table 8.2.11.3.J; b. a new road complies with the flood planning levels in Table 8.2.11.3.F.	AO18.1 – Complies The proposed allotments will contain a building pad that complies with the relevant flood planning levels designated in the identified Planning Scheme tables.
	AO18.2 Development involving reconfiguring a lot creating more than 6 residential lots or a lot for industry ensures the flood planning levels of a dedicated road fronting the development or providing primary access within 200m of the development: a. complies with Table 8.2.11.3.K; or	AO18.2 – Not Applicable The proposal is for a 1 into 2 residential subdivision, the creation of more than 6 residential lots, or a lot for industry, is not proposed.

	b. has acceptable trafficability in accordance with the requirements in the Flood planning scheme policy and the Queensland Urban Drainage Manual. Note—The Flood planning scheme policy contains supporting information about trafficability on existing roads and serviceability during floods.	
	AO18.3 Development protects the conveyance of flood hazard area by providing an easement over the: a. 2% AEP flood extent for overland flow flooding; b. 1% AEP flood extent for creek/waterway flooding.	AO18.3 – Not Applicable A flood protection easement is not proposed or required.

Road Hierarchy Overlay Code

Overall Outcomes	Response
2a) 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.	**2a - Complies** The proposal will not result in any detrimental impacts to the road network. The frequency of motor vehicles entering and exiting proposed lots will remain low.
2b) 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.	**2b - Complies** The number of vehicles entering and exiting proposed lots will not unreasonably impact the function, flow or capacity of the road network.
2c) 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.	**2c - Not Applicable** The development does not change the function of Gizeh Street which is identified as a Neighbourhood road.
2d) Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.	**2d - Not Applicable** The proposal does not include a new road.
2e) Development does not compromise the completion of the road hierarchy.	**2e - Complies** No roads are mapped or gazetted through the subject site.
2f) 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.	**2f - Complies** Safe and efficient vehicular access to each proposed lot will be provided via new concrete crossovers designed in accordance with BSD-2022.

Performance Outcomes	Acceptable Outcomes	Compliance
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
PO1 Development ensures that: a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	**AO1.1** Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating potential.	**AO1.1 - Complies** Access driveways will be provided to a neighbourhood road being Gizeh Street in this instance.
	AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	**AO1.2 - Complies** Gizeh Street is not a primary freight route.
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	**AO1.3 - Complies** Vehicular access will be provided via the lowest order road being Gizeh Street.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	**AO1.4 - Not Applicable** Vehicular access is not achieved via a major road.
	AO1.5	**AO1.5 - Not Applicable** The site does not have frontage to an arterial road.

	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.	
Section B—If for assessable development for a material change of use		
Not Applicable		
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	AO3 No acceptable outcome is prescribed.	PO3 - Complies No extensions, expansions and or widening is required to Gizeh Street.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.	AO3A No acceptable outcome is prescribed.	PO3A - Complies Additional trunk infrastructure costs are not applicable, as the development does not rely on any future trunk infrastructure to be provided. There is no future trunk infrastructure identified in proximity to the site for the road network or otherwise.
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		

Not Applicable
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy
Not Applicable

Streetscape Hierarchy Overlay Code

Overall Outcomes	Response
2a) 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.	2a - Complies The existing verge along Gizeh Street complies and exceeds the minimum width dimensioned required by the Planning scheme being 3.75m.
2b) 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.	2b - Complies The proposal will retain the two existing street trees identified along the site frontage to Gizeh Street.
2c) Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.	2c - Not Applicable The subject site is not located in the city gateways, thresholds or nodes.
2d) 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.	2d - Complies The existing road verge does not require any additional footpaths or infrastructure upgrades.
2e) Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.	2e - Complies The existing pedestrian network will be maintained.
2f) Development maintains options for the safe movement of wildlife along a corridor.	2f - Not Applicable The subject site is not located in proximity to a wildlife corridor.

Performance outcomes	Acceptable outcomes	Compliance
Section A—If for self-assessable or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO1 - Complies The existing verge along Gizeh Street is approximately 4.5m wide, as required by the Infrastructure Design Planning Scheme Policy and Table 8.2.20.3.B of the Streetscape Hierarchy Overlay Code. No further widening is required.
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected.	AO2.1 – Complies All street trees will be retained.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO2.2 – Complies New pedestrian infrastructure is not proposed – all existing street trees will be retained in their position.
Section B—If for assessable development		
PO3	AO3.1 Development ensures that a corner land dedication is provided:	AO3.1 – AO3.3 - Not Applicable

Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a) facilitates a high level of pedestrian movement and activity; b) enforces the sense of arrival to individual precincts and major connections; c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	a) where identified in the Streetscape hierarchy overlay map; b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	The site is not identified within an overlay or neighbourhood plan as requiring a corner land dedication.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: a) provided at the locations identified on the Streetscape hierarchy overlay map; b) designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	AO4 - Not Applicable The subject site is not in or adjoining the Wildlife movement solution sub-category.

Infrastructure Design Code

Overall Outcomes	Response
The Overall Outcomes for the Infrastructure Design Code are:	
2a. Development is provided with a safe, connected and efficient transport network for all modes that has a minimal whole-of-life cost.	**2a - Complies** The development does not require any upgrades to the existing transport network. Construction materials selected for the development, including any replacement of kerb, channel, footpaths, etc., will be in compliance with the ID PSP which are low maintenance and minimise whole-of-life costs.
2b. Development provides for public utilities and services to the standards acceptable to the Council and the reasonable expectations of service providers.	**2b - Complies** The subject site is currently connected to all relevant public utilities and services. No upgrades of public infrastructure are required.
2c. Development involving infrastructure which is intended to become a Council asset is safe, aesthetically pleasing, functional, fit for purpose, durable, minimises environmental impacts and has minimal whole-of-life cost.	**2c - Complies** No upgrades of public infrastructure are required. The development does not result in environmental impacts.
2d. Development provides for a public space to be safe and inviting, allowing high levels of pedestrian activity.	**2d - Complies** The development has been designed to be inviting and safe. The pedestrian footpath within the verge of the site will be retained.
2e. Development ensures that the community and environment are not unreasonably disrupted or impacted by construction or demolition for the development.	**2e - Complies** It is anticipated that the construction of the building will not result in prolonged construction noise for adjoining residents.
2f. Development involving infrastructure is designed with consideration of, and to integrate with, other related and interfacing infrastructure components.	**2f - Complies** All proposed infrastructure on site will be integrated with existing infrastructure where necessary.
2g. Development accessed by common private title is provided with appropriate fire hydrant infrastructure and has unimpeded access for refuse vehicles and for emergency service vehicles to protect people, property and the environment.	**2g – Not Applicable** The proposed subdivision does not create a common property title arrangement.
2h. Development ensures major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System is not compromised.	**2h - Not applicable** The subject site does not contain major electrical infrastructure or bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System.
2i. Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System avoids or otherwise minimises adverse impacts on surrounding land uses.	**2i - Not applicable** The subject site does not contain major electrical infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System.

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcome	Comments
PO1 Development provides roads, pavement, edging and landscaping which: a. are designed and constructed in accordance with the road hierarchy;	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design	AO1 - Complies The development will achieve compliance with the road corridor design standards in the infrastructure design planning scheme policy.

b. provide for safe travel for pedestrians, cyclists and vehicles; c. provide access to properties for all modes; d. provide utilities; e. provide high levels of aesthetics and amenity, improved liveability and future growth; f. provide for the amelioration of noise and other pollution; g. provide a high-quality streetscape; h. provide a low-maintenance asset with a minimal whole-of-life cost.	standards in the Infrastructure design planning scheme policy.	
PO2 Development provides road pavement surfaces which: a. are well designed and constructed; b. durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; c. ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; d. allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO2 - Complies No new roads are proposed or required.
PO3 Development provides a pavement edge which is designed and constructed to: a. control vehicle movements by delineating the carriageway for all users; b. provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO3 - Complies Any new pavement edges will be designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.
PO4 Development provides verges which are designed and constructed to: a. provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; b. provide a sufficient area for public utility services; c. be maintainable by the Council.	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	AO4 - Complies The verge already complies with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which:	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the	AO5 - Not Applicable The subject site is not identified as requiring a lane or laneway under the Streetscape hierarchy overlay map or in a neighbourhood plan.

a. allows equitable access for all modes; b. is safe and secure; c. has 24-hour access; d. is a low-speed shared zone environment; e. has a high-quality streetscape.	streetscape locality advice standards in the Infrastructure design planning scheme policy.	
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: a. an effective, high-quality paved roadway; b. an effective, high-quality roadway kerb and channel; c. safe, high-quality vehicle crossings over channels and verges; d. safe, accessible, high-quality verges compatible and integrated with the surrounding environment; e. safe vehicle access to the site that enables ingress and egress in a forward gear; f. provision of and required alterations to public utilities; g. effective drainage; h. appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: a. concrete kerb and channel; b. forming and grading to verges; c. crossings over channels and verges; d. a constructed bikeway; e. a constructed verge or reconstruction of any damaged verge; f. construction of the carriageway; g. payment of costs for required alterations to public utility mains, services or installations; h. construction of and required alterations to public utility mains, services or installations; i. drainage works; j. installation of electrical conduits.	AO6 - Complies All relevant road corridor design elements comply with the Infrastructure design planning scheme policy.
PO7 Development provides both cycle and walking routes which: a. are located, designed and constructed to their network classification (where applicable); b. provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes; c. provide safe and comfortable access to properties for pedestrians and cyclists; d. incorporate water sensitive urban design into stormwater drainage; e. provide for utilities; f. provide for a high level of aesthetics and amenity, improved liveability and future growth;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	AO7 - Complies The development does not compromise identified bicycle routes.

g. are a low-maintenance asset with a minimal whole-of-life cost; h. minimise the clearing of significant native vegetation.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.	AO8.1 – AO8.2 - Complies Kerb Side collection is proposed which complies with the requirements of the Refuse Planning Scheme Policy.
PO9 Development ensures that: a. land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; b. the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced. AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	AO9.1 – AO9.2 - Complies The subject site is connected to reticulated water and sewerage distribution system.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: a. avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; b. minimise earthworks; c. avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy. AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	AO10.1 - Complies The development is not required to provide public utilities and or street lighting.

	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: a. electricity; b. telecommunications services; c. gas service where practicable.	AO11 - Complies The subject site is connected to electricity, telecommunication services and gas infrastructure.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: a. the additional expense is unlikely to be prohibitive; or b. further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or c. there is a clear gap in the telecommunications network; or d. there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	AO12 - Complies The development is not required to provide conduits.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: a. is provided commensurate with the status and scale of the proposed development; b. is sited and designed: i. as an integrated part of the project design; ii. as conceptually relevant to the context of the location; iii. to reflect and respond to the cultural values of the community; iv. to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	AO13 - Not Applicable The development is not required to provide public art as identified in a neighbourhood plan code.

PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: a. at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; b. which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located.	AO14 - Not Applicable The development is not required to provide public signage.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	AO15 - Not Applicable The development does not propose a community facility.
PO16 Development provides public toilets which: a. are required as part of a community facility or park; b. are located, designed and constructed to be: i. safe; ii. durable; iii. resistant to vandalism; iv. able to service expected demand; v. fit for purpose.	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	AO16 - Not applicable The development does not propose public toilets.
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: a. safe movement of intended users; b. an attractive appearance appropriate to the general surroundings and any adjacent structures; c. functionality and easy maintenance; d. minimal whole-of-life cost; e. longevity; f. current and future services.	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	AO17 - Not Applicable The development does not include bridges, tunnels, elevated structures and water access structures.
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: a) safety;	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	AO18 - Not Applicable The development does not include culverts.

b) an attractive appearance appropriate to the general surroundings; c) functionality and easy maintenance; d) minimal whole-of-life cost; e) longevity; f) future widening; g) current and future services; h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns.		
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: a) safety; b) an attractive appearance appropriate to the surrounding area; c) easy maintenance; d) minimal whole-of-life cost; e) longevity; f) minimal water seepage.	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	AO19 – Not Applicable No retaining walls, seawalls or river walls are proposed.
If for development with a gross floor area greater than 1,000m^2 – Not Applicable		
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants – Not Applicable		
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone – Not Applicable		
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone – Not Applicable		

Stormwater Code

Overall Outcomes	Response
The Overall Outcomes of the Stormwater Code are:	
2a) Development achieves acceptable levels of stormwater run-off quality and quantity by applying water sensitive urban design principles as part of an integrated stormwater management framework.	**Complies** As the subject site does not exceed 2,500m^2, stormwater quality treatment devices are not required. A lawful point of discharge for the development will be achieved to kerb and channel within the frontage.
2b) Development protects public health and safety and protects against damage or nuisance caused by stormwater flows.	**Complies** The capacity of the existing stormwater infrastructure within Gizeh Street can accommodate the amount of stormwater runoff generated from the development. Stormwater runoff will not cause nuisance to the public.
2c) Development has a stormwater management system which maintains, recreates or minimises impact to natural catchment hydrological processes.	**Complies** A lawful point of discharge to the stormwater infrastructure within Gizeh Street is proposed. The development will not impact any natural catchment hydrological processes on the subject site.
2d) Development ensures that the environmental values of the city's waterways are protected or enhanced.	**Complies** The environmental values of Brisbane's waterways will not be impacted by the development. Stormwater runoff will be directed through concrete pipes to a lawful point of discharge.
2e) Development minimises run-off, including peak flows.	**Complies** Where feasible, the development incorporates landscaped areas to minimise the amount of impervious area to reduce stormwater runoff.
2f) Development maintains or enhances the efficiency and integrity of the stormwater infrastructure network.	**Complies** The development will discharge stormwater to a stormwater pit within the road reserve. The integrity of existing stormwater infrastructure will not be compromised.
2g) Development minimises the whole of life cycle cost of stormwater infrastructure.	**Complies** The development will utilise approved materials in accordance with the Infrastructure Design Planning Scheme Policy.

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	Comments
Section A—If for a material change of use, reconfiguring a lot, operational work or building work		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: a) minimise flooding; b) protect environmental values of receiving waters; c) maximise the use of water sensitive urban design;	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	AO1 - Complies The development provides a lawful point of discharge to stormwater infrastructure in Gizeh Street, which is consistent with the Infrastructure Design PSP. On-site detention tanks are not required.

d) minimise safety risk to all persons; e) maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.		
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.1 Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	AO2.1 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP. Stormwater will not be discharged to adjoining properties.
	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO2.2 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP.
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	AO3.1 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO3.2 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP.
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	AO3.3 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP.
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	AO3.4 - Not Applicable The development does not provide upstream stormwater infrastructure thus, underground drainage easements are not required.
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	AO4.1 Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	AO4.1 - Complies The development will achieve a lawful point of discharge to the kerb and channel in Gizeh Street, which is consistent with the Infrastructure PSP.
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	AO4.2 - Complies Sufficient area is provided to convey stormwater runoff to a lawful point of discharge.

PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	AO5 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	AO5 - Not Applicable The development does not discharge stormwater to a channel, creek or a waterway.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: a) minimises risk to people and property; b) provides for safe access and maintenance; c) minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: a) outside of a waterway corridor; b) offline to any catchment not contained within the development.	AO6.1 - Complies Detention tanks are not proposed.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	AO6.2 - Complies Detention tanks are not proposed.
PO7 Development is designed, including any car parking areas and channel works to: a) reduce property damage; b) provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	AO7.1 - Not Applicable The subject site is not impacted by flooding.
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	AO7.2 - Complies Stormwater will be discharged in a safe manner. Safe pedestrian and vehicular access to the subject site will not be compromised by the proposed stormwater discharge system.
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	AO8.1 - Not Applicable The development does not impact natural waterways or drainage paths.
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO8.2 - Not Applicable The development does not impact natural waterways or drainage paths.

	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	AO8.3 - Not Applicable The development does not impact natural waterways or drainage paths.
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	AO8.4 - Not Applicable The development does not impact natural waterways or drainage paths.
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	PO9 - Complies A compliant pit and pipe network will be established for the proposed new lots, discharging to the kerb and channel.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	PO10 - Complies An effective stormwater management system can be accommodated on the subject site.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; b) safe management of stormwater discharge from existing and future up-slope development; c) implication for adjacent and down-slope development.	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	AO11.1 - Complies The development is not required to provide upstream stormwater infrastructure.
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	AO11.2 - Complies Stormwater infrastructure upgrades are not required within the subject site.
PO12 Development provides stormwater infrastructure which: a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; b) can be safely accessed and maintained cost effectively;	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	AO12.1 - Complies The development will achieve a lawful point of discharge to Fortescue Street, which is consistent with the Infrastructure PSP.
	AO12.2	AO12.2 - Not Applicable There are no existing manholes within the subject site.

c) ensures no structural damage to existing stormwater infrastructure.	Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: a) the environmental values and water quality objectives of waters; b) waterway hydrology; c) the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.	AO13 No acceptable outcome is prescribed.	PO13 - Complies The development can be managed to ensure that there are no on or offsite impacts relating to erosion, turbidity and sedimentation.
PO14 Development ensures that: a) unnecessary disturbance to soil, waterways or drainage channels is avoided; b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	PO14 - Complies Appropriate measures will be put in place to stabilise soil against erosion.
PO15 Development does not increase: a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; b) run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	PO15 - Complies Appropriate measures will be put in place to stabilise soil against erosion.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: a) a material change of use for an urban purpose which involves greater than 2,500m2 of land that: i. will result in an impervious area greater than 25% of the net developable area; or ii. will result in 6 or more dwellings b) reconfiguring a lot for an urban purpose that involves greater than 2,500m2 of land and will result in 6 or more lots; c) operational work for an urban purpose which involves disturbing greater than 2,500m2 of land – Not Applicable		
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18	AO18	AO18 - Complies

Development protects stormwater infrastructure to ensure the following are not compromised: a) the long term infrastructure for the stormwater network in the Long term infrastructure plans; b) the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; c) the provision of long term, existing and planned infrastructure for the stormwater network which: i. is required to service the development or an existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	Development protects stormwater infrastructure in compliance with the following: a) for long term infrastructure for the stormwater network, the Long term infrastructure plans; b) for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; c) the standards for stormwater drainage in the Infrastructure design planning scheme policy.	The development does not compromise the existing or future trunk stormwater infrastructure network.
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.	AO19 No acceptable outcome is prescribed.	PO19 - Complies Additional trunk infrastructure costs are not applicable to the development.

Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		

Transport, Access, Parking and Servicing Code

Overall Outcomes	Response
The Overall Outcomes of the Transport, Access, Parking and Servicing Code are:	
2a) 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.	2a - Complies The development fronts a constructed road which allows direct motor vehicle access to all proposed lots. Vehicles entering and exiting the site will not impact the transport network noting that the development fronts a minor road. The development does not prohibit adjoining developments from functioning as designed.
2b) Development enhances the potential for trip making other than by private vehicle.	2b - Complies Future house design can be designed to minimise motor vehicle dependency.
2c) 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.	2c - Complies The proposal does not adversely impact the efficient operation of the transport network nor diminish the amenity of nearby land uses.
2d) Development ensures that impacts on amenity caused by traffic generation is consistent with the community's reasonable expectations for the intended use.	2d - Complies The proposed density and associated increase in traffic generation is consistent with the expectations for the Low Density Residential Zone.
2e) 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.	2e - Complies The subdivision layout and driveway access points can be designed to provide safe access.
2f) 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.	2f - Complies The proposal is residential in nature and any noise is within the reasonable expectations for the density and zoning assumptions for the site. The proposal will not adversely impact on the amenity of the surrounding area, or increase the risk to people, property and vehicles.
2g) Development maximises safety in the use of the transport network, particularly for the most vulnerable users (children, pedestrians, persons with disabilities and cyclists) so that all transport modes are safe and convenient.	2g - Complies The subdivision layout and driveway access points can be designed to provide safe access.
2h) 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.	2h - Complies The development does not impact the existing pedestrian and cyclist network. End-of-trip facilities are not required noting that no new built form is proposed.
2i) 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.	2i - Not Applicable No adverse impacts to the operation of the transport network will occur.
2j) Development provides for on-site parking and manoeuvring areas for cars, motorcycles, bicycles and service vehicles which: (i) are safe and convenient to use; (ii) if outside the City core and the City frame identified in Figure a are adequate to meet the design peak-parking demands without significant overflow to adjacent premises or the generation of excessive on-street car parking demand, taking into account the requirements of other road users.	2j – Complies The proposal creates allotments that enable future dwelling houses to achieve safe and convenient parking and manoeuvring.

2k) 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.	2k - Complies Refuse collection will occur via kerbside collection.
2l) Development accommodates future road upgrades and widenings ensuring the ongoing capacity, efficiency and safety of the transport network.	2l - Not Applicable Road upgrades and widenings are not required. The current road reserve width is complaint or greater than that required under the Infrastructure design planning scheme policy.

Performance Outcomes	Acceptable Outcomes	Response
PO1 Development is designed: a) to include a technically competent and accurate response to the transport and traffic elements of the development; b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	AO1 - Complies The development has been designed to achieve the standards outlined in the Transport, Access, Parking and Servicing Planning Scheme Policy.
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	AO2 No acceptable outcome is prescribed.	PO2 - Not Applicable The development is not considered a major development in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.

transport network consistent with the planning by the State Government and Council.		
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1 - Complies Site access can be located in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	AO3.2 - Not Applicable Access easements are not proposed.
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	AO4.1 - Not Applicable New walking and cycle routes are not required. The existing pedestrian route will be maintained un-altered.
	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.	AO4.2 - Not Applicable New walking and cycle routes are not required.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	AO4.3 - Not Applicable New walking and cycle routes are not required.
PO5 Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity;	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.1 - Not Applicable No new built form is proposed. Bicycle parking is not required.
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	AO5.2 - Not Applicable End-of-trip facilities are not required.

(e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	AO5.3 - Not Applicable No new built form is proposed. Bicycle parking is not required.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	AO5.4 - Not Applicable No new built form is proposed. Bicycle parking is not required.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO5.5 - Not Applicable No new built form is proposed. Bicycle parking is not required.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO6 - Not Applicable No new built form is proposed. Shower cubicles and lockers are not required.
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	AO7 - Not Applicable Dedicated pedestrian and cyclist access to the site is not required.
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.	PO8 – Complies Pedestrians and cyclists can safely access both proposed lots.
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 - Not Applicable The development is not considered a major development in accordance with the TAPS PSP.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access	AO9.2 - Complies Each proposed lot can accommodate a single vehicular crossover. Access via the lowest order road in which the site contains frontage to is provided.

	driveway in the road area to the lowest order road to which the site has frontage.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO9.3 - Complies Sufficient sightline distances are provided and there are no sightline impediments within the verge.
	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 - Complies The location of future driveway crossovers can be established in accordance with the requirements of the Transport, Access, Parking and Servicing Planning Scheme Policy. Vehicular crossovers will not be located through a bus stop, taxi rank or pedestrian crossing or refuge.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	AO9.5 - Not Applicable Shared access arrangements are not proposed.
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.	PO10 - Complies All redundant crossovers will be removed.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO11.1 - Complies Sufficient sightline distances are provided. Gizeh Street is a low speed environment ensuring that vehicular access to both proposed lots is safe.
	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,	AO11.2 - Not Applicable Convex mirrors are not proposed.

	access, parking and servicing planning scheme policy.	
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.	AO12 - Not Applicable The site is not located in a City core or City frame area.
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or b) for self-assessable development does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	AO13 - Not Applicable No new dwellings are proposed as part of this application.
PO14 Development ensures that the number of car parking spaces and design of the car parking area: a) meet the combined design peak parking demand for residential, visitor and business parking; b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	AO14.1 - Complies No new dwellings are proposed as part of this application.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	AO14.2 - Not Applicable A mixed-use development is not proposed.

PO15 Development provides a car park layout which allows for on-site vehicle parking that: a) is clearly defined, safe and easily accessible; b) is designed to contain potential adverse impacts within the site; c) does not detract from the aesthetics or amenity of an area; d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	AO15 - Complies No new parking bays, queue areas or manoeuvring areas are proposed.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e) including way-finding cues; f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	AO16 - Complies The proposed lots will not create any entrapment points. No new car parking or servicing areas are proposed as part of this application.

PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: a) denying access to potential canvas through access control techniques; b) reducing potential canvases through canvas reduction techniques; c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	AO17 - Complies This application is for a subdivision only.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO18 - Complies Kerbside refuse collection is proposed. Other site servicing can occur on a future residential driveway.
PO19 Development layout provides for services which: a) are wholly within the site; b) are clearly defined, safe and easily accessible; c) are designed to contain potential adverse impacts of servicing within the site; d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1 Development ensures that a service bay provided on site: a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b) is located away from street frontages and screened from adjoining premises.	AO19.1 - Not Applicable A dedicated service bay is not required for the development. Kerbside refuse collection is proposed.
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	AO19.2 - Not Applicable On site servicing facilities are not required.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	AO19.3 - Complies Kerbside refuse collection is proposed which is consistent with the Refuse Planning Scheme Policy, Transport, Access, Parking and Servicing Planning Scheme Policy and the Infrastructure Planning Scheme Policy.
PO20	AO20	AO20 - Complies

Development provides service vehicle access routes to and from the site which minimise the impact on: a) amenity and safety in residential areas; b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	No service vehicle access routes are required.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
Not Applicable		

Wastewater Code

Overall Outcomes	Response
The Overall Outcomes of the Wastewater Code are:	
2a) Development incorporates an on-site wastewater system that is suited to the site and the nature of the development.	**2a – 2d - Not Applicable** The proposal will be connected to the reticulated sewerage network and therefore does not require an on-site wastewater system.
2b) Development does not adversely impact the environmental values of surface water and groundwater as a result of the installation and operation of an on-site wastewater system.	
2c) Development does not increase the public health risk due to normal operation or any foreseeable circumstances.	
2d) Development incorporates measures for sustainable use of effluent to irrigate plants via a sub-surface irrigation system.	

Table 9.4.12.3—Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
PO1 Development ensures that the intensity and scale of the change of use of premises does not: a. increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality; b. increase any health risks during a system failure; c. deteriorate the water quality of existing or proposed water supplies; d. limit the sustainable disposal of domestic effluent.	**AO1** Development ensures that the proposed disposal system complies with the requirements of: a. section 33 of the *Environmental Protection Policy (Water) 2009*; b. AS/NZS 1547:2012 On-site domestic wastewater management; c. *Plumbing and Drainage Act 2002*; d. the Queensland plumbing and wastewater code. *Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.*	**AO1 - Complies** The proposal will be connected to the reticulated sewerage network.
PO2 Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that: a. minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments; b. limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.	**AO2.1** Development is on a lot with a minimum size of 2,000m^2 or the minimum lot size specified for the relevant zone in the Subdivision code, whichever is the greater. **AO2.2** Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the: a. secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal; b. *Environmental Protection Policy (Water) 2009*; c. AS/NZS 1547:2012 On-site domestic wastewater management, d. Plumbing and Drainage Act 2002; e. Queensland plumbing and wastewater code.	**AO2.1 – AO2.6 Complies** The proposal will be connected to the reticulated sewerage network.

	AO2.3 Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: a. with a slope of less than 15%, or where the land is terraced to receive the full disposal area; b. no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; c. above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; d. no closer than 25m to a cut or embankment.	
	AO2.4 Development ensures that the proposed sub-surface on-site effluent disposal system is not located: a. on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; b. within 0.6m of a permanent water table; c. within 1m of bedrock; d. on land composed mainly of sand, gravel, fractured rock or heavy clay.	
	AO2.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	
	AO2.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	

Filling and Excavation Code

Overall Outcomes	Response
The Overall Outcomes of the Filling and Excavation Code are:	
2a) filling or excavation does not adversely affect the visual character and amenity of the site or the surrounding area and provides access for maintenance to any structure as a result of filling or excavation.	**2a–2d – Complies** Minor earthworks below 1m will address crossfall and establish building pads. Works will protect services and adjoining amenity, with drainage and erosion, sediment, dust and noise controls provided as required.
2b) filling or excavation does not adversely impact significant vegetation, water quality or drainage of upstream, downstream and adjoining land.	
2c) filling or excavation effectively manages the impacts associated with the activity.	
2d) filling or excavation and any retaining structure is designed and constructed to be fit for purpose and to protect services and utilities.	

Performance Outcomes	Acceptable Outcomes	Compliance
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: (a) 2.5m in a zone in the Industry zones category; (b) 1m in all other zones, or if adjoining a sensitive zone.	**AO1 – Complies** Minor earthworks will remain below 1m in height.
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance.	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (i) the retaining wall at the property boundary is no greater than 1m above the ground level; (ii) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (iii) the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.	**AO2.1 – Complies** Any earthwork retaining structures and associated drainage will be contained wholly within each lot. Earthworks will remain below 1m.
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	**AO2.2 – Not Applicable** No retaining walls exceeding 1m are proposed.

	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	AO2.3 – Complies Any retaining wall within 750mm of an adjoining boundary will have a maintenance-free finish.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy.	AO2.4 – Complies Only clean fill free of rubble, contaminants and undesirable plant material will be used.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy; (b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	AO3 – Not Applicable No rock anchors are proposed.
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	AO4 – Complies Existing services will be protected. Any alterations will meet the relevant service authority's requirements.
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	AO5 – Complies Each lot will drain to a separate lawful outlet to the Gizeh Street kerb and channel, without concentrating runoff onto adjoining land.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	AO6 Filling or excavation does not involve the construction of open drainage.	AO6 – Complies No open drainage channels are proposed.

Filling and Excavation Code

PO7 Development for filling or excavation: (a) does not degrade water quality or adversely affect environmental values in receiving waters; (b) ensures site sediment and erosion control standards are best practice.	AO7.1 Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	AO7.1–AO7.2 – Complies Appropriate erosion, sediment and water quality controls will be installed and maintained during earthworks in accordance with the Infrastructure design planning scheme policy.
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	AO8.1 – Complies Dust suppression and vehicle management measures will prevent dust emissions extending beyond the site boundary.
	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	AO8.2 – Complies Earthworks will occur only between 6:30am and 6:30pm, Monday to Saturday, excluding public holidays.
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.D, Table 9.4.3.3.E, Table 9.4.3.3.F and Table 9.4.3.3.G. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	AO9 – Complies Earthworks methods will be selected and managed to prevent ground-borne vibration beyond the site boundary.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	AO10 Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks; (b) use a major road to access the site; (c) only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	AO10 – Complies Any haulage will use the major road network and the shortest suitable local access route. The haulage programme is to include compliance with the three-week limit.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from	AO11 Development does not involve:	AO11 – Complies Only uncontaminated fill will be used.

exposure to contaminated land and contaminated material.	(a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; (b) filling with material containing a contaminant.	
PO12 Development provides for: (a) landscaping for water conservation purposes; (b) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1 Development provides drainage for artificial growing environments which is connected to the stormwater drain.	AO12.1–AO12.2 – Not Applicable No artificial growing environments or irrigation systems are proposed as part of this subdivision.
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	AO12.3 – Complies Disturbed areas will be stabilised and drained to each lot's lawful stormwater outlet.
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.	AO12.4 – Not Applicable No irrigated landscaping areas are proposed as part of this subdivision.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve the creation of canals or artificial waterways.	AO13 – Complies No canals or artificial waterways are proposed.