

CODE COMPLIANCE REPORT



In support of a Development Application for
Reconfiguration of a Lot (1 into 2 Lots)

November 2025

7 Roebig Street, Aspley

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Low Density Residential Zone Code

1. The purpose of the Low Density residential zone is to provide for:
 - (a) dwelling houses; and
 - (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

Complies. The proposal provides low density housing.

2. The purpose of the zone will be achieved through overall outcomes for:
 - (a) zone role;
 - (b) development location and uses;
 - (c) development form.

Complies.

3. Zone role overall outcomes are:
 - (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:
 - (i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices;
 - (i) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.

The proposal meets the objectives of the Strategic Framework. This is a residential use proposal on residential land.

4. Development location and uses overall outcomes are:
 - (a) 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.

The proposal is for a 1 into 2 lot reconfiguration. Future housing will be restricted in height by the relevant Codes.

- (b) 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.

Complies. The existing family style two level house will be retained on the corner lot. The small lot may suit a different demographic and house design.

- (c) Development, other than a dwelling house, including dual occupancy or a multiple dwelling is not accommodated within this suburban setting unless on a well-located site of over 3,000m².

Not applicable. The development will facilitate construction of a future dwelling house.

- (d) Development for other housing types, being a residential care facility or retirement facility, which provides housing diversity and enables people to remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where height is no greater than 1 or 2 storeys.

Not applicable.

- (e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.

Not applicable.

- (f) Development for a dwelling unit may occur as part of a non-residential use.

Not applicable.

- (g) 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.

Complies.

- (h) 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.

Not applicable.

- (i) 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.

Not applicable.

(j) 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.

Not applicable.

(k) Development for a non-residential use serves a local community facility need only, such as a child care 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.

Not applicable.

(l) Development for rooming accommodation accommodates five persons or less.

5. Development form overall outcomes are:

(a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density, buildings set in green landscaped areas.

Relates to existing and future housing.

(b) 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.

Relates to existing and future housing.

(c) 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.

The proposed average lot size exceeds 500m².

(d) 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.

Complies. Relates to existing and future housing.

- (e) 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.

Noted. Relates to future housing on the proposed small lot. The building envelope on the proposed corner lot is considered appropriate.

- (f) 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.

Complies.

Aspley District Neighbourhood Plan Code

7.2.1.5 Aspley district neighbourhood plan code

7.2.1.5.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Aspley district neighbourhood plan area if:
 - (g) assessable development where this code is an applicable code identified in the assessment criteria column of a table of assessment for a neighbourhood plan ([section 5.9](#)); or
 - (h) impact assessable development.
- (2) Land in the Aspley district neighbourhood plan area is identified on the [NPM-001.5 Aspley district neighbourhood plan map](#) and includes the following precincts:
 - (a) Aspley centre precinct (Aspley district neighbourhood plan/NPP-001);
 - (b) Aspley centre residential precinct (Aspley district neighbourhood plan/NPP-002);
 - (c) Caravan park precinct (Aspley district neighbourhood plan/NPP-003);
 - (d) Western residential precinct (Aspley district neighbourhood plan/NPP-004);
 - (e) Reservoir precinct (Aspley district neighbourhood plan/NPP-005);
 - (f) Robinson Road centre precinct (Aspley district neighbourhood plan/NPP-006).
- (3) When using this code, reference should be made to [section 1.5](#), [section 5.3.2](#) and [section 5.3.3](#).

Note—This neighbourhood plan includes a table of assessment with level of assessment variations to those in sections [5.5](#), [5.6](#), [5.7](#), [5.8](#) and/or [5.10](#). Refer to [Table 5.9.5.A](#), [Table 5.9.5.B](#), [Table 5.9.5.C](#) and [Table 5.9.5.D](#).

7.2.1.5.2 Purpose

- (1) The purpose of the Aspley district neighbourhood plan code is to provide finer grained planning at a local level for the Aspley district neighbourhood plan area.
- (2) The purpose of the Aspley district neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.
- (3) The overall outcomes for the Aspley district neighbourhood plan area are:

- (a) The Aspley centre is reinforced as a northern gateway to Brisbane. The centre continues to be the main focus for the district's retail, commercial and community services. The centre layout and design promotes a legible and safe pedestrian environment.
- (b) The existing caravan parks are maintained as providers of a significant amount of [affordable housing](#) and [short-term accommodation](#) for tourists.
- (c) Development along Cabbage Tree Creek and Little Cabbage Tree Creek provides [park](#) linkages adjoining waterways which allow for public access. Good public road frontage to these [parks](#) enables public access to the park and safety for park users.
- (d) Development is of a height, scale and form which is consistent with the amenity and character, community expectations and infrastructure assumptions intended for the relevant precinct, sub-precinct or site and is only developed at a greater height, scale and form where there is both a community need and economic need for the development.
- (4) Aspley centre precinct (Aspley district neighbourhood plan/NPP-001) overall outcomes are:
 - (a) The Aspley precinct centre provides a modern gateway to Brisbane which will be enhanced by the consolidation of landscaping to clearly define the precinct. The character and legibility of the precinct will be enhanced by:
 - (iv) recognising the values of the waterways;
 - (v) clearly defining pathways to and through the centre;
 - (vi) consolidating access and parking in the centre.
 - (b) A public space close to public transport and [centre activities](#) will act as an informal community gathering place.
- (5) Aspley centre residential precinct (Aspley district neighbourhood plan/NPP-002) overall outcome is:
 - (a) Residential development is of a low–medium density given the precinct's proximity to the Aspley centre precinct and associated public transport and waterway recreational opportunities.
- (6) Caravan park precinct (Aspley district neighbourhood plan/NPP-003) overall outcome is:
 - (a) The caravan parks continue to operate and provide a significant amount of [affordable housing](#) and [short-term accommodation](#) for tourists for the district in locations with good access to public transport and [centre activities](#) and provide the use of:
 - (i) Alpha – 110 sites;
 - (ii) Aspley Acres – 255 sites;
 - (iii) Caravan Village – 152 sites.
- (7) Western residential precinct (Aspley district neighbourhood plan/NPP-004) overall outcomes are:
 - (a) This precinct is to undergo a gradual transition from rural land and other uses to a residential community.
 - (b) Well-integrated residential development protects the waterway and environmental values of Little Cabbage Tree Creek.
- (8) Reservoir precinct (Aspley district neighbourhood plan/NPP-005) overall outcomes are:

- (a) The Aspley Reservoir and lands located on Lawrence Road and Milne Hill reservoir and lands located on Hamilton Road, are retained for their water storage and supply facility functions and for their parkland values in terms of bushland, scenic landscape and passive recreation.
- (b) Milne Hill reservoir continues to form part of the dryland environmental corridor that links Chermside Hills Reserve to the Raven Street Reserve.
- (9) Robinson Road centre precinct (Aspley district neighbourhood plan/NPP-006) overall outcome is:
 - (a) Development layout and design, including [building height](#), landscaping and facade treatments ensure that expansion of the Robinson Road centre precinct respects the residential setting and improves the pedestrian environment.

Table 7.2.3.8.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcomes for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: - consistent with anticipated density and assumed infrastructure demand; - aligned to community expectations about the number of storeys to be built; - proportionate to and commensurate with the utility of the site area and frontage width;	AO1 Development complies with the number of storeys and building height in Table 7.2.1.5.3.B. Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height . Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	Noted. No changes to the existing dwelling house are proposed. Any future building will be subject to relevant approval.

4. designed so as not to cause a significant and undue adverse amenity impact to adjoining development; 5. sited to enable existing and future buildings to be well separated from each other and to not prejudice the development of an adjoining site. Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		
If in a Major environmental/waterway corridor		
PO2 Development enhances the major environmental/waterway corridors as indicated in Figure a and Figure b.	AO2.1 Development where the waterway has been piped underground on the Hypermarket site and at 9 Gayford Street, Aspley, provides a landscape feature consisting of low-growing plants and some large trees incorporated through the parking station, which references the original location of Little Cabbage Tree Creek.	Noted. No impacts involved.

	Note—It is not intended that the creek be reinstated above-ground.	
	A02.2 Development of sites in the Western residential precinct adjoining Little Cabbage Tree Creek provides locally occurring native vegetation of at least two groupings: 1. where each grouping is a minimum area of 1% of the site; 2. within at least 60m of the main road frontage such as Albany Creek Road.	Noted. No impacts involved.
PO3 Development provides for a safe walking and cycling route and a recognisable entry to the linear park along the Major environmental/waterway corridors.	A03 Development provides a 4.5m widening of the access strip along the eastern boundary of 80 Albany Creek Road, Aspley.	Not applicable to this proposal.
If in the Aspley centre precinct (Aspley district neighbourhood plan/NPP-001)		
PO4 Development makes a positive contribution toward the legibility of the centre in terms of defining the Aspley centre precinct, its network of public spaces, roads and car parking.	A04 Development complies with the following: 1. Figure a; 2. a minimum 2m wide key pedestrian spine is provided linking the shops on the eastern side of Gympie Road to the Hypermarket (west of Gayford Street), with landscape nodes that provide weather protection every 15m along the walkway; 3. any development of the Hypermarket site contributes to the establishment of a controlled crossing, such as traffic signals, to	Not in the Aspley Centre Precinct.

	improve safety for pedestrians and provide a better linkage with the strip shopping along Gympie Road; 4. on-site tree planting contributes to a boulevard effect along Gympie Road and Gayford Street; 5. landscaping nodes are provided as landmark features at the identified locations; 6. development of the Hypermarket site and 9 Gayford Street provides a shared use path linking Cabbage Tree and Little Cabbage Tree creeks; 7. vehicular access points, parking and circulation driveways are consolidated or designed to allow for future consolidation, particularly for businesses fronting Gympie Road; 8. the internal road layout in large sites is legible and safe having regard to elements such as paving treatments, landscaping and signage; 9. shade is increased in large parking areas such as Hypermarket and Christies Centre; 10. any redevelopment of the Hypermarket site improves pedestrian access to the adjoining retirement facility; 11. the 2 bunya pine trees near the intersection of Albany Creek Road and Maundrell Terrace	
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	are retained as natural visual markers of the location of the Aspley centre precinct.	
PO5 Development is a focus for community activities such that the further development of the Hypermarket site provides an informal community gathering place close to the bus stop, including landscaping, shade and seating that will provide a comfortable environment.	A05 No acceptable outcome is prescribed.	
If in the Caravan park precinct (Aspley district neighbourhood plan/NPP-003)		
PO6 Development provides: 1. pedestrian and cycle access along Cabbage Tree Creek to the Aspley centre precinct; 2. a walking and cycling route through the site which links Cabbage Tree Creek to locations in the Aspley centre precinct (Aspley district neighbourhood plan/NPP-001) such as the Hypermarket site in accordance with Figure a. 3. locally occurring native vegetation along the edge of these paths.	A06 No acceptable outcome is prescribed.	Not in the Caravan Park Precinct.
If in the Western residential precinct (Aspley district neighbourhood plan/NPP-004)		
PO7 Development for residential uses is integrated with the surrounding community in terms of park , road layout, shared use paths and landscaping.	A07 Development is consistent with Figure b.	The proposed subdivision is appropriate and low impact.

PO8 Development along Albany Creek Road and Trouts Road provides high-quality streetscape outcomes for future residents.	A08 Development provides a 4m native vegetation buffer along the road frontages, of which 2m is located in front of the fence.	
If in the Robinson Road centre precinct (Aspley district neighbourhood plan/NPP-006)		
PO9 Development achieves the following: 1. provides a safe and comfortable pedestrian environment into and within the Robinson Road centre precinct; 2. the Robinson Road centre precinct contributes positively to the visual amenity of the surrounding area, including an enhanced northern aspect to improve the visual amenity for adjoining residential and educational uses; 3. landscaping softens the appearance of the buildings and parking station ; 4. building heights maintain a building scale consistent with adjoining residential.	A09 Development complies with the following: 1. Figure c ; 2. a pedestrian path is provided linking the supermarket with the shops fronting Wilmah Street; 3. landscaping is enhanced and maintained along the road frontages; 4. the identified significant trees are retained; 5. on the northern aspect of the centre, the building is articulated and has shaded walls by measures such as awnings, eaves and landscaping; 6. landscaping is enhanced along the northern boundary and in the parking area; 7. refuse areas are screened from adjoining uses.	Not in the Robinson Road Centre Precinct.

Table 7.2.1.5.3.B—Maximum building height

Development	Building height (number of storeys)	Building height (m)
If in the Robinson Road centre precinct (Aspley district neighbourhood plan/NPP-006)		
Development of a site in the maximum building height area shown in Figure c	1	Not specified

Primary Code

Subdivision Code

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; 1. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; 2. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; 3. complement the streetscape, local context and character for the locality; 4. 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	A01.1 The subject property is located in the Low Density Residential Zone. The proposed lots are 692m² and 326m² with >20m and 6.3m frontages respectively for the corner lot and the small lot. The average lot size exceeds 400m². Both lots can contain the minimum rectangle of 6m x 15m specified in the Table. The minimum lot size provided for in the Table is 350m² with an average width of 10m. Average widths exceeding 10m comply. This proposal requests a relaxation of the minimum lot size to 326m², and a reduction of the minimum frontage from 10m to 6.331m for the small lot as per attached plans.

	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. A01.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>. 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.	This proposal meets all Performance Criteria as it: - enables the relevant outcomes and standards required by the planning scheme to be complied with for the intended use. (i.e. Houses can be accommodated) - the proposed lots are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site. (Complies) - features a usable shape able to accommodate a suitable dwelling. - complements the streetscape, local context and character for the locality. - addresses development constraints (Complies) A01.2 Not applicable. No building envelopes are proposed.
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	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.	A01.3 Not applicable. No shared titles are proposed.
	A01.3 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 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: - do not rely on excessive cut and fill; - do not intrude into areas of waterway and environmental significance; - ensure any cutting, filling, retaining walls and earthworks:	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: - result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: - a single level change; or - any step in a series of level changes.	AO2.1 Complies. No significant earthworks are proposed at this stage.

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.	iii. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; iv. 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 {{Link, 43163,link,4253,Table 9.4.10.3.B}}. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended. AO2.2 Development involving a lot with an area less than 450m² is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis. AO2.3 Development ensures that the minimum rectangle dimension specified in {{Link, 43163,link,4253,Table 9.4.10.3.B}} is located on land with an existing slope of	AO2.2 Complies. The maximum short axis crossfall is 1:5. This does not exceed the 10% permitted. The maximum long axis slope is 1:5 A stepped future house design will minimise earthworks. It should be noted that the site has an existing cut. AO2.3 Complies.
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	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.
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;	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.	AO3.1 No significant changes to the existing verge or kerb and channel are proposed. A crossover will be constructed to provide access to the small lot. No change to the road hierarchy is proposed. a. No pedestrian paths exist in the street. b. All proposed lots have public road access. c. Utilities (water, sewer, power and telecommunications) are available to the two proposed lots. d. Future growth has been considered. e. Infrastructure is existing. f. Noted.

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.	Editor's note—See Section B for additional requirements where new road is proposed. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. 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. reciprocal access easement; or iii. Over common property iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or	AO3.2 Complies. The existing crossover will be rebuilt in accordance with the Standard Drawings. It is requested that this be conditioned. AO3.3 Each lot has appropriate direct public road access.
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	ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	AO3.4 a. Suitable potential access points are available to each lot. b. A new access will require a BCC Driveway Permit. c. No pedestrian or cyclist crossings apply in this case.
	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 Noted: a. Compliance with TAPS PSP (ie. BSD2021) is achievable; and b. no cut or fill will exceed 1m in height.
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; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy;	a. No LGIP matters were identified. b. There is no identified non-compliance with the ID PSP. c. The Refuse PSP is complied with in that adequate space on the lot frontages is available for bins. d. There is no identified non-compliance with the TAPS PSP.

Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the <i>Planning Act 2016</i>.	d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan; f. codes and planning scheme policies that apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme. AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	e. There is no identified long term infrastructure plan. f. There is no identified non-compliance with the Codes or applicable PSPs. AO4.2 Stormwater will be discharged to the kerb on the frontage. AO4.3 Corner truncation is existing. Refer Plans.
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. No hazards were identified. b. As above. c. As above.

	a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: a. contaminated land; b. transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.	Not applicable	

PO6 Development ensures that any rearrangement of a lot boundary: a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO6 No acceptable outcome is prescribed.	Not applicable
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	AO7 No acceptable outcome is prescribed.	Not applicable

PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts, neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	AO8.1 Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant. AO8.2 Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	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 c. cycle or pedestrian routes.		Not applicable
PO9 Development ensures that the transport network and all its component elements is designed to:	AO9 Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;	Not applicable

a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the {Link, 10350, Refuse planning scheme policy and the Infrastructure design planning scheme policy. Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	
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	Note—This outcome can be demonstrated through an application that: • is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.	
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;	AO10.1 Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or	Not applicable

b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not. Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.	b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park. AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design,	
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	refer to the Crime prevention through environmental design planning scheme policy. Note—A minimum of 50% of any park frontage should be to a minor road.	
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.	AO11 Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	Not applicable
PO12	AO12.1	

Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy; c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;	Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.	Not applicable. Not applicable.
	AO12.3 Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	Not applicable.

k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.		
PO13 Development provides connected road, pedestrian and bicycle networks.	AO13 Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m.	Not applicable

	f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.	
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	AO14 Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	Parallel parking is available along the road.
PO15 Development provides intersection designs that ensure:	AO15	Not applicable.

a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement; c. sufficient space for infrastructure and traffic management.	Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO16 Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	Not applicable.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	AO17 Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	Not applicable.
Section C—Specific performance outcomes and acceptable outcomes applicable to development		Not applicable
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or		Not applicable

d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre;	AO18.1 Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy.	Not applicable

ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as	Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient. AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	
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determined through a structure planning process. Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	AO19.1 Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome AO19.2	Noted. Disturbances from this proposal will be minimal. The site contains no known significant vegetation.

	plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.	AO22.1 Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the	The lot sizes add to the range available in the area.

	area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads. AO22.2 Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of	The development only provides 2 lots fronting the existing street.
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	subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.	
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	AO23 Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	No non-residential lots are proposed.
PO24 Development provides a lot mix and location within a residential neighbourhood or	AO24.1 Development where providing lots for multiple dwellings:	No multiple dwelling lots are proposed.

subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or iii. where they have dual frontage. Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees. AO24.2 Development ensures that a lot that is less than 350m² or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length. AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	The small lot is located mid-block, it is not in a row of 6 or more small lots, and it is serviced by a rear lane. The corner lot is retained as the larger lot.
PO25	AO25.1 Development provides lots that are rectangular or regular in shape, with the depth dimension greater	The lot shape is slightly irregular due to the desire to preserve the existing structures.

Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.	than the width dimension and in accordance with Table 9.4.10.3.B. AO25.2 Development with lots less than 600m² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	As above.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	AO26 Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	Not proposed.
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house,	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 Development Footprint is requested to be waived in this case. An adequate building area is available to comply with the standard Small Lot Code requirements.

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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. 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 16m² principle private open space with a minimum dimension of 4m.	Adequate private open space will be available within the standard Small Lot rear setback.
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	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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.	Not applicable.
	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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	
	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 <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.	
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		Not applicable
PO28 Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	AO28.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.	Not applicable
	AO28.2 Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	
PO29	AO29 Development provides lots that are arranged to:	Not applicable

Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	
PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses; b. are not subdivided or otherwise fragmented into unviable lot sizes.	AO30 Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	Not applicable
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		Not applicable
PO31 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features;	AO31 No acceptable outcome is prescribed.	Not applicable

b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses.		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		Not applicable
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development	AO32 Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land. Note—This acceptable outcome requires identification of a development footprint plan or	Not applicable

footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i> .	building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i> .	
PO33 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	AO33 Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i> .	Not applicable
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		Not applicable
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		Not applicable
PO34 Development does not result in:	AO34.1 Development ensures:	Not applicable

a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised. Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes. Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a	a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. AO34.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	
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combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.		
If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i> Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		Not applicable
P035 Development involving common property under the <i>Body Corporate and Community Management Act 1997</i>, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking; c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.	A035 No acceptable outcome is prescribed	Not applicable

Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
P036 Development provides internal access ways and driveways that: a. are designed to clearly indicate the function of the access way; b. provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.	AO36.1 Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: a. internal access ways that are designed in compliance with Table 9.4.10.3.C; b. internal driveways serving a single dwelling that are a maximum of 3m wide; c. driveways serving more than 3 lots that are at least 4m wide.	Not applicable
	AO36.2 Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	

Secondary Codes

Filling and Excavation Code

Performance outcomes	Acceptable outcomes	Response
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.	No filling or excavation is proposed at this stage which will not exceed 1m.
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. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation.	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.	No retaining structures exceeding 1m are proposed at this stage.

Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	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.	No retaining structures 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.	No retaining structures exceeding 1m are proposed.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble or debris.	Noted.
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.	Not applicable.
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or	Complies. This proposal will have no adverse impacts on services and public utilities.

	relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	
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.	The proposal collects surface water from the proposed lots and discharges it to the kerb and channel.
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 No acceptable outcome is prescribed.	No open drains are proposed.
PO7 Development for filling or excavation:	AO7.1 Development for filling or excavation provides water quality treatment that complies with the	Not applicable.

(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.	stormwater drainage section of the Infrastructure design planning scheme policy.	
	A07.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Not applicable.
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.	A08.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Not applicable.
	A08.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Not applicable.
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	A09 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Not applicable.

demonstrating achievement of this performance outcome.		
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.	Not applicable.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11 Development does not involve: (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.	Complies.
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;	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies. Landscaping will be provided as required.
	AO12.2 Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design	Not applicable.

(c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	guidelines for water conservation planning scheme policy.	
	AO12.3 Development provides areas of pavement, turf 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.	Noted.

Infrastructure Design Code

Table 9.4.4.3.A— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (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. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO1 Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies. The existing road will be utilised.

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.	Complies. The existing road will be utilised.
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.	Complies. The existing road will be utilised.
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.	Complies. The existing road and verge will be utilised.

PO5 Development provides a lane or laneway identified in a neighbourhood plan which: (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.	AO5 Development provides a lane or laneway identified in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable. No lanes are proposed.
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;	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;	Complies. • The existing road will be utilised. • Kerbing exists. • The verge exists. • Crossovers will be completed at house construction stage IAW the BSD. • No bikeways are proposed. • Verge will be repaired if damaged during works. • No new carriageway is proposed. • No new mains are required. • Drainage works will be completed as detailed by the engineer. • Electrical conduits will be installed as required.

(h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(i) drainage works; (j) installation of electrical conduits.	
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; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in	A07 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.	The proposal does not compromise existing or future bikeways.

accordance with the Infrastructure design planning scheme policy.		
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.	Refuse from each lot will be collected from the kerb. All lots have sufficient frontage to allow bin collection.
	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. Note—Refer to the Refuse planning scheme policy for further guidance.	Complies.
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.	Sewerage and water connections will be provided to each lot.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	Sewerage and water connections will be provided to each lot.
PO10 Development provides public utilities and street lighting which are the best current or alternative	AO10.1 Development provides public utilities and street lighting which are located and aligned to:	Not applicable.

technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	(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.	Noted.
	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.	Noted.
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;	Mains infrastructure is available on the street. It is requested that power or telecommunications connection certificates be conditioned.

	(b) telecommunications services; (c) gas service where practicable.	
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.	Noted.
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:	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.	Not applicable.

(c) as an integrated part of the project design; (d) as conceptually relevant to the context of the location; (e) to reflect and respond to the cultural values of the community; (f) to promote local character in a planned and informed manner.		
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. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not applicable.
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	Not applicable.

	standards in the Infrastructure design planning scheme policy.	
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: (c) safe; (d) durable; (e) resistant to vandalism; (f) able to service expected demand; (g) 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.	Not applicable.
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. Note—All bridges and elevated and associated elements must be designed and certified by a	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.	Not applicable.

Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (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. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	AO18 Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Not applicable.

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. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	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.	Noted.
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If for development with a gross floor area greater than 1,000m² Not applicable.		
PO20 Development ensures that construction is managed so that use of public spaces and movement on pedestrian, cyclist and other traffic routes is not unreasonably disrupted and existing landscaping is adequately protected from short- and long-term impacts.	AO20 Development ensures that during construction: (a) the ongoing use of adjoining and surrounding parks and public spaces, such as malls and outdoor dining, is not compromised; (b) adjoining and surrounding landscaping is protected from damage;	Noted.

Note—The preparation of a construction management plan can assist in demonstrating achievement of this performance outcome. Note—The Transport, access, parking and servicing planning scheme policy provides advice on the management of vehicle parking and deliveries during construction.	(c) safe, legible, efficient and sufficient pedestrian, cyclist and vehicular accessibility and connectivity to the wider network are maintained.	
PO21 Development ensures that construction and demolition activities are guided by measures that prevent or minimise adverse impacts including sleep disturbance at a sensitive use, due to noise and dust, including dust from construction vehicles entering and leaving the site. 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.	AO21.1 Development ensures that demolition and construction: (a) only occur between 6:30am and 6:30pm Monday to Saturday, excluding public holidays; (b) do not occur over periods greater than 6 months.	Noted.
	AO21.2 Development including construction and demolition does not release dust emissions beyond the boundary of the site.	Noted.
	AO21.3 Development construction and demolition does not involve asbestos-containing materials.	Noted.
PO22 Development ensures that: (a) construction and demolition do not result in damage to surrounding property as a result of vibration;	AO22 Development ensures that the nature and scale of construction and demolition do not generate noticeable levels of vibration.	Noted.

(b) vibration levels achieve the vibration criteria in Table 9.4.4.3.B, Table 9.4.4.3.C, Table 9.4.4.3.D and Table 9.4.4.3.E. Note—A vibration impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.		
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Landscape Work Code

Table 9.4.5.3.C— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development ensures that trees are protected from development impacts.	AO1.1 Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 – Protection of trees on development sites.	The streetscape has shrubs, trees and gardens on the subject lot and neighbourhood properties. It is not proposed to disturb this. Verge trees will be retained
	AO1.2 Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	Noted.
PO2 Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity;	AO2.1 Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;	Noted.

(d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	(c) incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site; (d) incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.	
	A02.2 Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	Not applicable.
P03 Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	A03 Development ensures that a landscape buffer required by a use code incorporates: (a) species in accordance with the Planting species planning scheme policy; (b) a minimum of 2 tier planting.	Not applicable.

PO4 Development has artificial growing environments which: (a) maximise opportunities for high-quality landscape planting; (b) incorporate water conservation measures.	AO4.1 Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.	Not applicable.
	AO4.2 Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	Not applicable.
	AO4.3 Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012.	Not applicable.
PO5 Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1 Development incorporates a plant selection along a pathway which ensures: (a) a clear trunk height of minimum 1.8m at maturity; (b) a shrub height of maximum 1m at maturity. (c) Refer to the Crime prevention through environmental design planning scheme policy.	Not applicable.
	AO5.2 Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	Not applicable.
PO6 Development provides landscaping which supports a legible environment that can be	AO6	Noted.

safely navigated by pedestrians and cyclists.	Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	
PO7 Development provides a plant selection which addresses the functional issues of the development including: (a) screening and buffering; (b) street presentation; (c) shading; (d) character; (e) amenity; (f) ecology; (g) water availability and stormwater treatment.	AO7 Development provides species in accordance with the Planting species planning scheme policy.	Not applicable.
PO8 Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8 Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years.	Not applicable.
PO9 Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	AO9.1 Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	Not applicable.
	AO9.2	Not applicable.

	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	
PO10 Development for a shade structure does not compromise landscape outcomes.	AO10 Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	Not applicable. No shade structures are proposed.
PO11 Development involving the construction of retaining walls provides for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.	AO11 Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland; (b) incorporates planting areas.	No retaining walls are proposed at this stage.
PO12 Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Not applicable.
	AO12.2 Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	Noted.

(b) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are adequately drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Noted.
PO13 Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1 Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	Noted.
	AO13.2 Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area.	Not applicable.
	AO13.3 Development provides one hose cock within each private landscape and recreation area.	Not applicable.
	AO13.4 Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	Noted.
	AO13.5	Noted.

	Development provides planting media and mulch in accordance with AS4454 Compost, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	
PO14 Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14 Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	Not applicable.

Outdoor Lighting Code

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides outdoor lighting that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.	AO1.1 Development ensures that technical parameters, design, installation, operation and maintenance of outdoor lighting: (a) comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting; (b) maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone. Note—The effects of outdoor lighting should be mitigated where a window of a habitable room of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.	Not applicable. No outdoor lighting is proposed.
	AO1.2 Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.	Noted.

Park Planning and Design Code

Table 9.3.17.3— Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development ensures that the park is provided and developed: (a) to maximise recreational, visual, cultural and biodiversity values; (b) to a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (c) to meet the requirements of intended users; (d) in appropriate locations that will provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks. Note—Refer to the Sport and recreation zone and Open space zone for a description of zone precincts and the Infrastructure design planning scheme policy for a description of park types.	AO1.1 Development provides and embellishes land for public park where identified in a structure plan prepared in compliance with the Structure planning planning scheme policy and the Priority infrastructure plan. Note—All other public park infrastructure (land and embellishment) is required to be provided in accordance with the Priority infrastructure plan and its desired standards of service. Note—The Infrastructure design planning scheme policy provides more detail on land location, embellishment and services.	Not applicable. This proposal does not include a park.
	AO1.2 Development ensures that the width of any park is not less than 10m at any point.	Not applicable.
PO2 Development ensures that the park is transferred into the Council's ownership.	AO2 Development ensures that at the time of registration of title, the park is transferred to the	Not applicable.

	Council without cost except where otherwise provided in an infrastructure agreement.	
PO3 Development ensures that the park has a gradient that is suitable for its intended use, does not pose a safety hazard and allows for ease of maintenance.	A03 Development ensures that for the park: (a) activity or recreation spaces have gradients less than 1V:20H and greater than 1V:150H to suit proposed recreational functions and accessibility and requirements; (b) fields for ball sports have a gradient in the range of 1V:70H to 1V:100H; (c) the majority of vegetated and grassed areas in maintained parklands have gradients less than 1V:6H, grassed areas have gradients no steeper than 1V:4H and unmown vegetated areas have gradients no steeper than 1V:3H.	Not applicable.
PO4 Development ensures that the park is not subject to unreasonable impacts from industrial activities or major transport corridors.	A04 Development ensures that the park does not serve primarily as a buffer to the railway network or a public transport corridor identified in the Strategic framework or to a motorway, arterial road, suburban road or primary freight route.	Not applicable.
PO5 Development ensures access to and within the park is safe and convenient, irrespective of the mode of transport used, and is available for people of differing abilities.	A05.1 Development ensures that paths provided within the park are sited to enable links to other components of the public open space system or local destinations.	Not applicable.

	A05.2 Development ensures that vehicular access provided within the park does not conflict with non-vehicular circulation or impact on the park's open space values.	Not applicable.
	A05.3 Development ensures that the park is not separated from the community it is intended to serve by physical barriers such as fenced service utilities, motorways, arterial roads, the railway network, public transport corridors, rivers or city-wide waterway corridors.	Not applicable.
	A05.4 Development ensures that the park: (a) is located within close proximity to bus routes and bus stops at park frontages; (b) is accessible via footpaths or cycle paths in accordance with crime prevention through environmental design principles; (c) has adequate street frontage to cater for on-street car parking; (d) has adequate off-street car parking for district and metropolitan parks. Note—The Transport, access, parking and servicing planning scheme policy provides detail on parking rates and layout.	Not applicable.
	A05.5	Not applicable.

	Development ensures that the entry nodes of new parks highlight safe access points and provide path connections to major activity spaces and facilities.	
PO6 Development ensures that: (a) public utilities and infrastructure is provided for park-related purposes as required; (b) easements, public utilities and infrastructure do not constrain the intended use of the park and align with the pedestrian and cyclist network to minimise impacts on vegetation and landform. Notes—The Council may accept a park affected by an easement or other infrastructure. In this instance works within the easement are carried out in compliance with the Infrastructure design planning scheme policy and the requirements of the relevant service authority. Notes—The preparation of a park concept plan indicating where and how easements, public utilities and infrastructure are proposed to be located within the park can assist in demonstrating achievement of this performance outcome.	AO6.1 Development ensures that sewer and electricity connections are provided to district and metropolitan parks.	Not applicable.
	AO6.2 Development ensures that water connections are provided to at least one point within the park and to all development boundaries.	Not applicable.
	AO6.3 Development ensures that the park does not contain electricity, oil or gas easements or major sewerage or water infrastructure.	Not applicable.
	AO6.4 Development ensures that the park does not contain services and infrastructure associated with residential, industrial or other development.	Not applicable.

PO7 Development ensures that if contaminated land is proposed as part of the park, it is to be remediated in compliance with the requirements of the State Government and documentation provided from the relevant State Government department in relation to making the site appropriate for use as a park prior to the acceptance of the land by the Council.	A07 Development ensures that land for park purposes is not listed on the State Government Environmental Management Register or the Contaminated Land Register.	Not applicable.
PO8 Development ensures that accessibility and use of the park is not compromised by stormwater infrastructure and discharge. Note—Preparing a park concept plan indicating where and how stormwater infrastructure is proposed to be located within the park can assist in demonstrating achievement of this performance outcome.	A08.1 Development ensures that the park does not contain major stormwater components, including high-velocity overland flow paths, detention basins or other stormwater storage areas.	Not applicable.
	A08.2 Development ensures that all the intended public park and recreation functions are accommodated in the design of the park before stormwater outcomes. Note—Where stormwater infrastructure is proposed to be located within a park, the preparation of a park concept plan informed by investigations relating to hydraulic constraints and risk management can assist in demonstrating compliance with this acceptable outcome.	Not applicable.
PO9 Development ensures that water bodies located in the park contribute to the recreation and	A09 Development ensures that the park does not contain dams or lakes.	Not applicable.

other values of open space.		
PO10 Development ensures that the park enhances the local identity of an area by contributing to local landscape character, visual amenity and a sense of place including but not limited to the provision of public art.	AO10 Development ensures that the design of the park: (a) protects and enhances significant views and vistas; (b) screens areas of poor visual quality; (c) capitalises on landmarks such as significant trees, rocky outcrops and escarpments; (d) ensures park furniture and facilities contribute to high visual quality and have consistent character; (e) incorporates public art to reflect local cultural values and park context in district and metropolitan parks in compliance with the embellishment standards in the Priority infrastructure plan. Note—The Infrastructure design planning scheme policy provides more information on park furniture standards and public art provision.	Not applicable.

PO11 Development ensures that clearance of vegetation and modification of existing landform within the park is minimised.	AO11.1 Development ensures that the park is designed to retain existing vegetation and topographic features. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a landscape management and site works plan and landscape concept plan identifying major elements of the park design including location and extent of existing vegetation and topographic features.	Not applicable.
	AO11.2 Development ensures that the construction earthworks for the park are carried out in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable.
	AO11.3 Development ensures that the park does not contain retaining walls that are built to the boundary of the site.	Not applicable.
	AO11.4 Development ensures that the park contains retaining walls only under the following circumstances: (a) to avoid the creation of extensive, unusable slopes and embankments when stabilising the landform of a park site; or	Not applicable.

	(b) where pathways with low gradients are required, for example, to provide an accessible path of travel; or (c) where a structure is necessary to retain the natural ground level and protect tree roots around the drip line of existing vegetation; or (d) where space is limited and planted embankments are not a reasonable alternative; or (e) following the approval of a submitted landscape concept plan. Note—The Infrastructure design planning scheme policy provides more detail on design standards.	
PO12 Development ensures that visitor comfort in the park is maximised.	AO12.1 Development ensures that adequate shade is provided in the park, through retention of existing vegetation or provision of structures, particularly in activity areas and along paths.	Not applicable.
	AO12.2 Development ensures that planting is provided in the park to reduce glare and reflect radiant heat from hard surfaces. Note—The Infrastructure design planning scheme policy and Planting species planning	Not applicable.

	scheme policy provide more detail on design standards.	
PO13 Development ensures that the park is embellished to: (a) provide a diversity of recreational experiences; (b) ensure that park assets can be maintained over time; (c) be a focal point for the local community incorporating features such as public art, and providing for activities, festivals and events; (d) provide a range of park and visitor facilities such as playgrounds, park furniture, picnic nodes, recreation and sporting facilities.	AO13.1 Development ensures that park embellishments in a non-trunk park are provided in compliance with the Park code. Note—The public park infrastructure embellishment standards are contained within the Priority infrastructure plan.	Not applicable.
	AO13.2 Development ensures that park embellishments in parks that form part of the public park network are provided in compliance with standards in the Infrastructure design planning scheme policy.	Not applicable.
PO14 Development ensures that the landscape works, improvements, maintenance and management requirements for the park are in compliance with relevant Council policies and guidelines.	AO14.1 Development ensures that the landscape works and improvements in the park are designed to: (a) discourage graffiti on walls, for example, retaining walls and acoustic barrier fences; (b) break up large areas of hard landscaping, for example, car parks; (c) add visual interest and structure to extensive open areas; (d) create new spaces, nodes or buffers within the open space;	Not applicable.

	(e) provide screening along site boundaries; (f) enhance areas of retained vegetation; (g) polish run-off from roads and car parks. Notes—The preparation of a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome. Notes—The Infrastructure design planning scheme policy and Planting species planning scheme policy provides more detail on design standards.	
	AO14.2 Development ensures that park maintenance and management requirements are considered in the planning and design of the park and are incorporated in Council’s maintenance schedule. Notes—Preparing a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome. Notes—The Infrastructure design planning scheme policy provides more detail on management and maintenance standards.	Not applicable.
PO15	AO15	Not applicable.

Development ensures that environmental sustainability is promoted in the planning and design of the park.	Development ensures that the planning and design of the park incorporates environmentally sustainable practices, such as: (a) use of local products and materials in the creation of the park; (b) use of recycled, recyclable and durable materials; (c) waste minimisation; (d) use of renewable energy sources including solar energy; (e) water conservation and re-use, including incorporation of rainwater tanks and rainwater use; (f) park maintenance requiring low resource demands.	
PO16 Development creates a safe park environment by incorporating the key elements of crime prevention through environmental design.	AO16.1 Development ensures that the planning and design of the park incorporates the key elements of crime prevention through environmental design by: (a) facilitating casual surveillance opportunities and including good sightlines to key activity areas such as car parks, pathways, public toilets and communal areas; (b) defining different park uses through design and restricting access from park into adjoining private properties;	Not applicable.

	(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and use of active frontages; (d) ensuring key activity 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 key activity areas 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.	
	AO16.2 Development ensures that the park has a minimum of 50% street frontage along its perimeter to enhance casual surveillance opportunities. Note—The Infrastructure design planning scheme policy provides more detail on access and road design standards.	Not applicable.

	AO16.3 Development ensures the park has a minimum of 50% visually permeable fencing to adjoining residential dwellings or zones, to enhance casual surveillance opportunities. Note—The Infrastructure design planning scheme policy provides more detail on fencing design standards.	Not applicable.
PO17 Development reduces the potential for graffiti and vandalism in the park through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in the layout, building or structure design and landscaping of the park, by: (a) denying access to a potential canvas through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) selecting easy maintenance techniques to ensure graffiti can be readily and quickly removed. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Not applicable.
PO18 Development ensures that the park is maintained until the title for the land comprising the park is transferred to Council.	AO18 Development ensures that the park is maintained by the developer during the on-maintenance phase, that is, the period following the installation of all park landscaping and	Not applicable.

	infrastructure and while the park is publicly accessible and useable, to ensure it is functioning as planned and is safe to access and use. Note—The Infrastructure design planning scheme policy provides more detail on park maintenance standards.	
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Stormwater Code

Performance outcomes	Acceptable outcomes	Response
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
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; 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.	AO1 Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	Each lot will drain to the kerb on the frontage.
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.	No flooding of nearby premises will result from the proposal.

	A02.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	The proposal complies with the ID 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.	A03.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Noted.
	A03.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	The system has been designed IAW the ID PSP.
	A03.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	The lawful point of discharge is to the street.
	A03.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Noted.
PO4	A04.1	Flows will be safely conveyed.

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.	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.	
	A04.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Flows will be safely conveyed.
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.	A05 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not applicable.
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.	A06.1 Development locates stormwater detention and water quality treatment: a. outside of a waterway corridor; b. offline to any catchment not contained within the development.	Not applicable.
	A06.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	No detention is proposed.

P07 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.	A07.1 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).	Not applicable. The site is not prone to flooding.
	A07.2 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.	The existing road network has been designed IAW the ID PSP.
P08 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.	A08.1 Development ensures natural waterway corridors and drainage paths are retained.	Not applicable.
	A08.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising	Not applicable.

	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.	
	A08.3 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.	Not applicable.
	A08.4 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.	Not applicable.
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.	A09 No acceptable outcome is prescribed.	Noted.

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.	Sufficient area has been designated.
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.	Sites located to the rear have existing stormwater systems and no further development is expected.
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	No undersized existing infrastructure was identified.
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;	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Noted.
	AO12.2	Noted.

b. can be safely accessed and maintained cost effectively; 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.	Noted.
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.	No earthworks are proposed. Any future earthworks operations will include appropriate sediment control as standard Conditioning to Operational Works Approval.
PO15 Development does not increase:	AO15 No acceptable outcome is prescribed.	Noted.

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.		
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Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following:

1. 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.
2. reconfiguring a lot for an urban purpose that involves greater than 2,500m² of land and will result in 6 or more lots;
3. operational work for an urban purpose which involves disturbing greater than 2,500m² of land.

[Not applicable.](#)

PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the <i>Environmental Protection Act 1994</i>. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO16 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not applicable.
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PO17 Development ensures that: a. the discharge of wastewater to a waterway or external to the site is avoided; or b. if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome. Editor’s note—This code does not deal with sewerage which is the subject of the Wastewater code.	AO17 No acceptable outcome is prescribed.	Not applicable.
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 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:	AO18 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;	Noted.

(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.	c. the standards for stormwater drainage in the Infrastructure design planning scheme policy.	
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;	AO19 No acceptable outcome is prescribed.	Not applicable.

(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. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
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Transport, Access, Parking and Servicing Code

Table 9.4.11.3.B— Performance outcomes and acceptable outcomes

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;	AO1 Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Transport Impact Assessment was not required as the site is less than 1 hectare in size and the proposal does not involve 20 or more lots. Parallel parking is available along the road. Effective sight distances are available from all crossovers and for traffic exiting the site. Note that crossover to the proposed small lot will be constructed IAW Council Standards by the future house builders.

• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the State Government and Council.	A02 No acceptable outcome is prescribed.	Not applicable.
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.	A03.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
	A03.2	Not applicable.

	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.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	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.	Not applicable.
	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.	Noted.
	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.	Complies.
PO5	AO5.1	Not applicable.

Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	
	A05.2 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.	Not applicable.
	A05.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not applicable.
	A05.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not applicable.
	A05.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the	A06 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance	Not applicable.

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.	with the standards in the Transport, access, parking and servicing planning scheme policy.	
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.	A07 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.	Not applicable.
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.	A08 No acceptable outcome is prescribed.	Safe crossing points have been provided in the area.
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;	A09.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not applicable.
	A09.2 Development which is not a major development (as described in the Transport, access, parking and	Not applicable.

(b) ensure the amenity of adjacent premises, from impacts such as noise and light.	servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	
	A09.3 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.	Safe sight distances are available from all driveways. No crossover is within 10m of a corner. No crossover is on a blind corner or crest. Note that crossovers will be constructed IAW Council Standards by future house builders.
	A09.4 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.	Complies. No crossover is located on an obstruction.
	A09.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not applicable. The site is not on a major road.
PO10 Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;	AO10 No acceptable outcome is prescribed.	The existing house crossover will be modified as conditioned by Council. It is requested that no new crossovers be required at this stage. The new crossover for the northern lot will be built concurrently with the new house.

(b) the reinstatement of adjacent footpaths.		
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.	Safe sight distances are available from all driveways. No crossover is within 10m of a corner. No crossover is on a blind corner or crest.
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For self-assessable development 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.	Not applicable.

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 self-assessable development 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.	Complies.
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.	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.	Each lot can accommodate the relevant house parking space.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not applicable.

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.		
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.	Not applicable.

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	No unobserved public spaces or pathways are proposed.
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	design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential 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.	Not applicable.
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.	Not applicable.
PO19 Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which	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	Not applicable.

may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
	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.	Bins can be collected from the street frontage.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas; (b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Complies.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development) Not applicable.		

PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on: (a) the operation of the transport network; (b) the safety and amenity of a residential area; (c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.	AO21.1 Development which is freight-dependent development is located on a site which: (a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or (b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	Not applicable.
	AO21.2 Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.	Not applicable.

Wastewater Code

Performance outcomes	Acceptable outcomes	Response
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.	Not applicable.
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: minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments;	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.	Not applicable. No effluent disposal system is proposed. The area is serviced by reticulated sewerage lines.
	AO2.2 Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:	Not applicable.

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.	(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.	
	AO2.3 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.	Not applicable.
	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;	Not applicable.

	(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.	
	A02.5 Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	Not applicable.
	A02.6 Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	Not applicable.

Overlay Codes

Airport Environs Overlay Code

Performance outcomes	Acceptable outcomes	Response
Section A—If in the OLS sub-categories or the PANS-OPS sub-categories		
General		
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane or Archerfield airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	Complies.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane or Archerfield airports. Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.	AO2 Development does not emit into the OLS: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with <u>CASA Advisory Circular AC-139-05(1) Plume rise assessments</u> ; (b) smoke, dust, ash, steam or other airborne particulate.	Noted.

Additional performance outcomes and acceptable outcomes if involving <u>air service</u>		
Not applicable.		
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	A03 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	Not applicable.
Section B—If in the Bird and bat strike zone sub-categories		
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	AO4.1 Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	Not applicable.
	AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	Not applicable.
Section C—If in the Public safety area sub-categories		
Not applicable.		
PO5 Development does not expose or increase the risk to public safety.	A05.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	
	A05.2	

	Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	
Section D—If in the Light intensity sub-categories Not applicable.		
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that <u>outdoor lighting</u> : (a) does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; (b) does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories. Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.	
	AO6.2 Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve: (a) coloured flashing or sodium lighting; or	

	(b) glare or upward shining lights; or (c) flare plumes.	
Section E—If in the Aviation facilities sub-categories Not applicable.		
PO7 Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an aviation facility. Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	AO7 Development does not impair the functioning of an aviation facility by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that: (a) transmits an electromagnetic field that will interfere with the functioning of the aviation facility; or (b) contains a reflective surface that will interfere with the functioning of the aviation facility. Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. Appendix 2 contained in the SPP Guideline, State interest—infrastructure, Guidance on strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.	
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories Not applicable.		

PO8 Development for a sensitive use adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in Table 8.2.2.3.B. Note—A noise impact assessment report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development for a <u>childcare centre</u>, <u>community care centre</u>, <u>community residence</u>, <u>dual occupancy</u>, <u>dwelling house</u>, <u>dwelling unit</u>, <u>educational establishment</u>, <u>health care service</u>, <u>hospital</u>, <u>multiple dwelling</u>, <u>relocatable home park</u>, <u>residential care facility</u>, <u>retirement facility</u> or <u>rooming accommodation</u> located in the ANEF 20-25 sub-category: (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45; (c) ensures that external walls are acoustically rated to a minimum of Rw 50.	
	AO8.2 Development for <u>short-term accommodation</u> or <u>tourist park</u> located in the ANEF 25-30 sub-category: (a) provides external windows and doors which are acoustically rated to a minimum of Rw 30; (b) ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;	

	(c) ensures that external walls are acoustically rated to a minimum of Rw 50.	
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	A09.1 Development for a <u>childcare centre</u> , <u>community care centre</u> , <u>community residence</u> , <u>dual occupancy</u> , <u>dwelling house</u> , <u>dwelling unit</u> , <u>educational establishment</u> , <u>health care service</u> , <u>hospital</u> , <u>multiple dwelling</u> , <u>relocatable home park</u> , <u>residential care facility</u> , <u>retirement facility</u> or <u>rooming accommodation</u> is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	
	A09.2 Development for <u>short-term accommodation</u> or <u>tourist park</u> is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	

8.2.3 Bicycle Network Overlay Code

8.2.3.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve, public land or river), or traversed by, cycle routes or Riverwalks identified in the Bicycle network overlay map, if:
 - a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
 - b. impact assessable development.
2. The Bicycle network overlay map identifies the following sub-categories:
 - a. Primary cycle route sub-category;
 - b. Secondary cycle route sub-category;
 - c. Local cycle route sub-category;
 - d. Riverwalk — Typology 1 (City reaches north and south) sub-category;
 - e. Riverwalk — Typology 2 (Urban reaches) sub-category;
 - f. Riverwalk — Floating walkway (Riverwalk connection subject to future construction) sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- bicycle network design and construction, guidance is provided in the Infrastructure design planning scheme policy; planting species selection, guidance is provided in the Planting species planning scheme policy.

8.2.3.2 Purpose

1. The purpose of the Bicycle network overlay code is to:
 - a) Implement the policy direction in the Strategic framework in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1—Brisbane's identity;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure networks and Element 4.1—Brisbane's transport

infrastructure networks.

- b) Provide for the assessment of the suitability of development in the Bicycle network overlay.
- 2. The purpose of the code will be achieved through the following overall outcomes:
 - a) Development contributes to the safe and efficient operation of the existing and planned bicycle network.
 - b) Cycle routes and pathways are integrated, connected, direct, convenient, legible, safe and suitably shaded to cater for cyclists of all skill levels.
 - c) Cycle routes are designed and constructed to fulfil the transit functions corresponding to their network classification allowing commuter and recreation cyclists to travel efficiently and safely.
 - d) The Riverwalk component of the bicycle network provides a continuous inner-Brisbane riverside publicly dedicated shared pedestrian and cyclist pathway; including pavement, shade trees, furniture and lighting; as well as public amenity outcomes such as shade structures, public art and viewing platforms at key locations.
 - e) Development does not compromise the completion of the bicycle network.

8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance Outcomes	Acceptable Outcomes	Response
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	AO1 Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off- road pathways standards of the Infrastructure design planning scheme policy.	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks.

	Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	
PO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: a) The long-term infrastructure for the bicycle network in the long-term infrastructure plans; b) The existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c) the provision of long-term, existing and planned infrastructure for the bicycle network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the	AO2 Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: a) for long-term infrastructure for the bicycle network in the long-term infrastructure plans; b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan; c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks.

general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long-term infrastructure, may be imposed.		
PO3 Development provides for the payment of extra trunk infrastructure costs for the following: a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long-term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;	AO3 No acceptable outcome is prescribed.	Not applicable to this minor scale subdivision in an established urban setting. The proposal will not adversely affect bicycle networks.

iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category Not Applicable		
PO4 Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.	AO4 Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.	
PO5 Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist amenity focus.	AO5.1 Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-	

	road pathways and public riverside facilities standards in the Infrastructure design planning scheme policy.	
	A05.2 Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	
	A05.3 Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure and other destinations in compliance with the public riverside facilities standards in the Infrastructure design planning scheme policy.	
PO6 Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: a) activity nodes; b) entrances and gateways; c) land marks and features of interest; d) visual connectors to the river.	A06 Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art standards in the Infrastructure design planning scheme policy.	
PO7 Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	A07.1 Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	
	A07.2	

	Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form. Note—For suitable plant species, refer to the Planting species planning scheme policy.	
PO8 Development adjoining Riverwalk: a) contributes to the creation of a vibrant and active waterfront; b) provides direct access to Riverwalk c) allows for visual interaction and surveillance of the public domain.	AO8.1 Development adjoining land in the Riverwalk — Typology 1 sub- category incorporates active frontages at the ground storey for a minimum of 90% of the riverside frontage.	
	AO8.2 Development adjoining land in the Riverwalk — Typology 2 sub- category orientates living areas, balconies and private open space at the ground storey to the Riverwalk frontage for passive surveillance.	
PO9 Development ensures that the interface between the Riverwalk and the Brisbane River: a) supports a safe and publicly accessible waterfront; b) enhances the views of the river, both near and far.	AO9.1 Development ensures that the design and construction of any structure over water is in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO9.2 Development ensures that any revetment wall: a) minimises impact on the riparian edge; b) is constructed in compliance with the standards in Infrastructure design planning scheme policy.	

8.2.5 Bushfire Overlay Code

8.2.5.1 Application

1. This code applies to assessing development in the Bushfire overlay, if:

- a) accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
- b) impact assessable development.

Note—This code may also be used in assessing other at-risk impact assessable uses within the Bushfire overlay, including uses which involve significant numbers of persons regularly congregating on the site, or any use that may be difficult to evacuate or vulnerable during or after a bushfire due to the characteristics of the population including age, health, mobility impairment, or requiring supervision or support.

2. Land in the Bushfire overlay is identified on the Bushfire overlay map and is included in the following sub-categories:

- a) High hazard area sub-category;
- b) Medium hazard area sub-category;
- c) High hazard buffer area sub-category;
- d) Medium hazard buffer area sub-category; e. Potential impact sub-category;
- e) Very high potential bushfire intensity sub-category; g. High potential bushfire intensity sub-category;
- f) Medium potential bushfire intensity sub-category;
- g) Potential impact buffer sub-category.

Note—For the purposes of section 7 of the Building Regulation 2021, the land identified within the Bushfire overlay on the Bushfire overlay map are 'designated bushfire prone areas'.

Note—For 8.2.5.1(2) (e) to (i) is applicable only to the Ferny Grove—Upper Kedron neighbourhood plan (Cedar Creek south precinct/NPP-001). Refer to the State Planning Policy: Natural hazards and resilience for definition.

Editor's note—Sub-categories cited in 8.2.5.1(2) (e) to (i) only apply in Cedar Creek south precinct (Ferny Grove—Upper Kedron neighbourhood plan/NPP—001) in accordance with the Minister's conditions dated 28 May 2018.

3. When using this code, reference should be made to section 1.5 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—Where this code includes performance outcomes or acceptable outcomes that relate to:

- a bushfire management plan and a site-specific or precinct-wide bushfire hazard assessment, guidance is provided in the Bushfire planning scheme policy;
- a bushfire management plan pertaining to hazardous chemicals, guidance is provided in the Bushfire planning scheme policy and the Industrial hazard and risk assessment planning scheme policy.

Editor's note—For a proposal to be accepted development subject to compliance with identified requirements, it must meet all the identified acceptable outcomes of this code that relate to the applicable sub-category and any other applicable code. Where it does not meet all identified acceptable outcomes, the proposal becomes assessable development and a development application is required. Where a development application is triggered, only the specific acceptable outcomes that the proposal fails to meet need to be assessed against the corresponding assessable acceptable outcomes or performance outcomes and relevant overall outcomes. Other identified acceptable outcomes that are met are not assessed as part of the development.

8.2.5.2 Purpose

1. The purpose of the Bushfire overlay code is to:

- a. Implement the policy direction in the Strategic framework, in particular:
 - i. Theme 2: Brisbane's outstanding lifestyle, and Element 2.3—Brisbane's healthy and safe communities;
 - ii. Theme 4: Brisbane's highly effective transport and infrastructure networks, and Element 4.3—Brisbane's coordinated infrastructure planning and delivery.
- b. Provide for the assessment of the suitability of development in the Bushfire overlay.

2. The purpose of this code will be achieved through the following overall outcomes.

- a) Development maintains the safety of people and property by not exposing them to an unacceptable risk from bushfire.
- b) Development does not increase the exposure of people and property to an unacceptable risk.

- c) Development involving new premises for vulnerable uses, difficult to evacuate uses and assembly uses is not located in an area of unacceptable risk.
- d) Development which would increase the number of people living, working on or visiting the site is not exposed to an unacceptable risk from bushfire.
- e) Development incorporates appropriate siting, design and management measures to avoid areas at risk of bush fire and mitigate risk from bushfire.
- f) Development for essential community infrastructure and its function during a bushfire event is protected from unacceptable risk.
- g) Development involving the storage and handling of hazardous chemicals in the Bushfire overlay does not pose an unacceptable risk to public safety or the environment.
- h) Development provides access and evacuation routes for both private and emergency service vehicles which are appropriate to the nature of the development and the level of bushfire risk.
- i) Development provides for fire-fighting requirements.
- j) Development mitigates bushfire risk to people and property using measures that avoid or minimise impacts on biodiversity values, ecological features and ecological processes.
- k) Development addresses and takes appropriate account of the potential impact of all future bushfire hazard.

8.2.5.3 Performance outcomes and acceptable outcomes

Table 8.2.5.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Results
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development: a) minimises the bushfire hazard; b) maximises the protection of life and property from bushfire; c) addresses the bushfire hazard determined by a bushfire hazard assessment;	AO1.1 Development is designed and sited in compliance with: a) an approved bush fire management plan relevant to the full nature of the uses, which identifies the level of bushfire hazard and the location of hazardous vegetation affecting the development; or	The subject property is located in a High Bushfire Hazard Buffer Area. The site is some streets removed from natural forest areas which are considered a high risk. The local urban neighbourhood is well established with lawns and gardens. This and fire awareness should

d) where not in compliance with an approved bushfire management plan or development footprint: i) achieves a bushfire attack level that is less than or equal to BAL-29; or ii) achieves a bushfire attack level that is less than or equal to BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amount specified in Table 8.2.5.3.D; or iii) if on a site of an existing premises and not a vulnerable use, difficult to evacuate use, assembly use, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding amounts specified in Table 8.2.5.3.D: A. does not extend beyond the bounds of the existing development footprint;	b) an approved development footprint identifying the development footprint plan and bushfire management footprint plan; or c) a bushfire hazard assessment and bushfire management plan prepared in accordance with the Bushfire planning scheme policy which: i) is under taken by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation; ii) determines the relevant bushfire attack level for that part of the site in which development is proposed; iii) identifies the location of hazardous vegetation that poses a bushfire risk to the development. Note—Where a bushfire hazard assessment determines that the bushfire hazard for the part of the site in which development is proposed is 'low', no further assessment against this code is required.	minimise risks. It is requested that Council condition any reporting requirements. Bushfire hazard assessment based on site location, gardens, lawn and landscaping, and site history can be produced if Council conditions the requirement.
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B. does not increase the GFA by 10% or 100m², whichever is the greater; C. does not involve a new use on the site; D. is supported by a bush fire risk assessment prepared by a suitably qualified person with technical expertise in the field of bushfire hazard identification and mitigation, which demonstrates that the bushfire risk is acceptable. Note—Bushfire hazard is generally assessed based on the vegetation existing on site, adjacent and nearby to the site at the time of application. However, the level of bushfire hazard posed by any areas subject to revegetation or regrowth vegetation is assessed as if that area had reached its mature state. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—Where a bushfire risk assessment is required it must be carried out in accordance	Note—A ‘low’ bushfire attack level must not be assumed for development in the Potential impact sub-category and in any areas subject to revegetation or regrowth vegetation even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state. Note—A bushfire management plan is to be prepared having regard to any bushfire hazard assessment undertaken to prepare a neighbourhood plan. Note—Any bushfire management zone, asset protection zone or similarly defined area approved as part of a bushfire management plan used for bushfire management purposes is considered to be a bushfire management footprint plan. A building protection zone can compromise both the development footprint plan and the bushfire management footprint plan. AO1.2	
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with the State Planning Policy and the National Emergency Risk Assessment Guidelines prepared by the Australian Institute of Disaster Resilience.	Development where not in compliance with an approved bushfire management plan or development footprint identifying the development footprint plan and bushfire management footprint plan: a) achieves a bush fire attack level that is less than or equal to: i. BAL-29; or ii. BAL-12.5 if for vulnerable uses, difficult to evacuate uses, assembly uses, essential community infrastructure or involving the handling or storage of hazardous chemicals exceeding the amount specified in Table 8.2.5.3.D. Note—Bushfire attack level (BAL) is the radiant heat flux that will be experienced during a bushfire and is a measure of heat energy impact expressed as kW/m². BAL is measured within the area of the nominated development footprint plan and excludes the area of any bushfire management footprint plan.	
If for development other than reconfiguring a lot Not Applicable		
PO2 Development other than an extension to an existing building is sited, designed and maintained taking account of all relevant factors	AO2.1 Development is: a) sited in compliance with an approved development footprint identifying the	

affecting the bushfire hazard on the site, including site topography, aspect, location and type and structure of vegetation to: a) minimise the number of buildings and people working, living or visiting a site exposed to bushfire risk; b) protect life during bushfire; increase the survival of buildings and structures during a bushfire; c) minimise bushfire risk from build-up of fuels around buildings and structures. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating achievement of this performance outcome.	development footprint plan and bushfire management footprint plan or bushfire management plan relevant to the full nature of the use; or b) if there is no approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan, where on a lot greater than 10 hectares, located in the area of lowest risk from bushfire on the site; and c) if there is no approved development footprint identifying the development footprint plan and bushfire management footprint plan or bushfire management plan, where on a lot greater than 2,500m²: i. located away from ridgelines in compliance with Figure a; ii. located on land with a gradient less than 15%; iii. preferably located on east- to south-facing slopes and avoiding north- to west-facing slopes unless the slope is clear of vegetation and is not located in the High hazard buffer area sub-category or the Medium hazard buffer area sub-category.	
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	AO2.2 Development is sited within a building protection zone extending a minimum of 20m from the outermost projection of the main building or any habitable structure or to the maximum extent possible on sites less than 2500m² where a building protection zone would extend into neighbouring properties; and a) clusters buildings and structures in the building protection zone; b) designs the inner 10m of the building protection zone to maintain a very low fuel state in the first 10m, and a fuel-reduced state to the extent of the building protection zone, in compliance with Figure b and Figure c. Note—The building protection zone includes the dwelling and all ancillary structures and may extend to a road or a building protection zone in an adjoining site.	
PO3 Development utilises fencing that: a) does not contribute to the spread of bushfire; b) in an urban area or in proximity to accommodation uses, contributes to reducing bushfire hazard to a building;	AO3.1 Development for a fence within 20m of any building used for accommodation comprises non-combustible or fire retardant materials.	
	AO3.2 Development for a fence:	

c) facilitates the safe movement of fauna.	a) incorporates gaps and spacing to allow the safe movement of fauna; or b) is designed to enable fauna to climb the fence.	
PO4 Development ensures that the location, siting, and design of development and associated driveways and access routes: a) avoid potential for entrapment during a bushfire; b) facilitate safe and efficient emergency services to access and egress the site during a bushfire; c) enables safe evacuation of the site during a bushfire for site occupants. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome	AO4 Development ensures that: a) the length of driveways or access routes does not exceed 70m between the most distant part of any occupied building and the nearest part of the public road; or b) where the length of the driveway or access route exceeds 70m: i. the driveway or private access route design meets the requirements of emergency vehicles in compliance with Table 8.2.5.3.C; ii. the driveway or access route provides all weather access for two-wheel-drive vehicles; iii. where relying on a private access route or driveway longer than 200m to reach a public road, a safe alternative access and egress route is provided.	
PO5 Development has adequate road access to the site for emergency vehicles and safe evacuation in a bushfire.	AO5 Development has frontage to a constructed, all-weather public road capable of carrying emergency service vehicles.	
PO6	AO6	

Development makes adequate provision for fire-fighting requirements, including water supply.	Development ensures that: a) are liable reticulated water supply and water pressure is available for fire-fighting requirements with water supply and pressure, which is in compliance with the standards specified by the relevant utilities provider; or: b) where sufficient reticulated water supply is not available for: i. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank; or ii. development other than for residential lots involving new premises or an existing premises with a gross floor area greater than 50m², on-site water storage is provided which is appropriate to the use, according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres.	
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	Note—Water supply for fire-fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming pools, creeks and dams should not be used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions.	
PO7 Development ensures that the water supply provided for fire-fighting is safely located and freely accessible for fire-fighting purposes at all times.	A07 Development, for which sufficient reticulated water supply is not available, provides: a) a water supply outlet located away from any potential fire hazards, such as gas bottles; b) a hard stand area of 11m by 3.5m for fire-fighting vehicles within 2m of the water supply outlet; c) tanks on the bushfire hazard side of the buildings with adequate shielding for the protection of fire fighters; d) pumps which are shielded from bushfire hazard; e) an outlet pipe which is 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting); f) that any underground tank for fire-fighting purposes has an access hole of 200mm to allow a tanker to refill direct from the tank;	

	g) that any above-ground water tank is made of concrete or metal and its stand is protected from bushfire hazard; h) that all above-ground water pipes external to the building are metal, including and up to any taps. Note—Plastic tanks are not to be used.	
Additional performance outcomes and acceptable outcomes for all development in the Biodiversity areas overlay if on a site larger than 2,500m² Not Applicable		
PO8 Development through the siting, design, and construction of buildings, access routes and fire maintenance trails, and ongoing site management: a) provides effective separation from sources of bushfire risk; b) responds to the bushfire risk in that location; c) maintains the safety and protection of people and property over time; d) maximises the protection of vegetation in areas of high biodiversity value. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome that ensures:	AO8 Development locates building protection zones as shown on Figure b and Figure c, driveways and access routes and any fire maintenance trails: a) outside of the Biodiversity area as overlay; - or b) within the existing disturbed, degraded or cleared areas, using natural fire breaks to avoid vegetation clearing and to avoid or otherwise minimise fragmentation or incursions into a habitat area, fauna movement corridor or remnant vegetation.	

- ongoing site management, such as the bushfire risk to buildings, does not increase beyond the standard to which they have been designed and constructed; - appropriate design and maintenance of the site, and access routes and driveways.		
Section B—If for assessable development other than ROL Not Applicable – Reconfiguration of a Lot is proposed.		
PO9 Development: a) provides for safe and efficient evacuation and emergency services access to the site during a bushfire; b) does not concentrate large numbers of people or locate significant worker or resident populations in an area of bushfire hazard; c) avoids locating the following uses in an area of bushfire hazard: iii. vulnerable uses; iv. difficult to evacuate uses; v. assembly uses. Note—This includes consideration of appropriate alternative shelter for vulnerable uses, management of health and wellbeing requirements during evacuation, safe site	AO9.1 Development: a) does not increase the number of people living, working on or visiting the site by more than 10%; or b) increasing the number of people living, working on or visiting the site, or vulnerable uses, difficult to evacuate uses or assembly uses by more than 10%, implements the recommendations of an approved bushfire management plan, which identifies measures that address the identified bushfire risk relevant to the development.	
	AO9.2 Development provides alternative access routes that meet the road design requirements of items 1—7 in Table 8.2.5.3.C, for the following:	

operation, and access and egress arrangements in bushfire events. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	a) an extension to existing premises which increases the number of people living, working on or visiting the site by more than 10%; b) the introduction of vulnerable, difficult to evacuate or assembly uses.	
Additional performance outcomes and acceptable outcomes if involving storage or handling on site of hazardous chemicals in quantities that would be equivalent to or exceed the threshold quantities set out in Table 8.2.5.3.D Not Applicable		
PO10 Development does not cause: a) unacceptable risk to people, property and the environment due to the impact of bushfire on the storage or handling on site of hazardous chemicals; b) excessive danger or difficulty to emergency services for emergency response or evacuation.	AO10 Development for storage or handling of hazardous chemicals: a) is not located within the bushfire overlay; or b) complies with an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure the development: i. mitigates the bushfire risk relevant to the development; ii. does not pose an unacceptable risk to people, public health and safety or risk environmental harm; iii. does not present significant difficulties to emergency services for emergency response or evacuation.	

	Note—Bushfire management plans and site-based risk assessments are prepared in accordance with the Bushfire planning scheme policy. Guidance on the preparation of a hazard and risk analysis is provided in the Industrial hazard and risk assessment planning scheme policy. Note—Any risk mitigation measures, including construction of underground tanks or fire-protected above-ground tanks or package stores, are in compliance with AS 1940-2004 The storage and handling of flammable and combustible liquids.	
Additional performance outcomes and acceptable outcomes for essential community infrastructure Not Applicable		
PO11 Development for essential community infrastructure is located, designed and sited to: a) protect the safety of people during a bushfire; b) not create or increase the exposure of people to an unacceptable risk from a bushfire; c) minimise the risk to vulnerable populations from a bushfire; d) mitigate the impacts on the community and environment from the effects of a bushfire on the development.	AO11 Development for essential community infrastructure: a) is ancillary to and not relied on for the provision of the essential service during a bushfire; or b) implements an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that: i. ensure the development allows for safe and efficient emergency access	

	and site evacuation during a bushfire; ii. do not pose an unacceptable risk to people on a premises during a bushfire; iii. ensure the development is not at risk of failure during a bushfire which results in health or safety risks or adverse environmental impacts; iv. enable people and property to be defended safely and effectively from a bushfire.	
PO12 Development for essential community infrastructure is able to function effectively during and immediately after bushfire events.	AO12 Development for essential community infrastructure: a) is ancillary to and not relied upon for the provision of the essential service during a bushfire; or b) containing elements vital to the function of the essential service during a bushfire is not located in the Bushfire overlay area; or c) implements an approved bushfire management plan prepared in accordance with the Bushfire planning scheme policy which identifies measures that ensure that:	

	i. essential community infrastructure is able to function during bushfire events; ii. access necessary to maintain safety or function of the development is not compromised by a bushfire; iii. mitigation measures are not unduly reliant on human activation to respond to a bushfire; iv. the safest or age of valuable records or items of cultural or historical significance, including storage of public records under the Public Records Act 2002, is able to be maintained during a bushfire event.	
Additional performance outcomes and acceptable outcomes if for landscaping or a park landscape plan is a requirement for development Not Applicable		
PO13 Development provides landscaping that does not create an unacceptable risk to people or property and provides for ongoing management of risk to the development and people from a bushfire.	AO13 Development is in compliance with a landscaping plan which: a) is prepared in compliance with an approved bushfire management plan; b) preserves the requirements of any building protection zone; c) does not increase the exposure of a habitable building not located in a building protection zone to a bushfire hazard.	

	Note—The requirements of a building protection zone are shown in Figure b and Figure c.	
PO14 Development for a park is designed so that the park: a) is practical to maintain and requires minimal resources to be restored to its designed function and condition after a bushfire; b) provides for safe and efficient site evacuation and efficient emergency services access avoiding potential for entrapment during a bushfire; c) does not place unacceptable bushfire risk on an adjoining or nearby site, people and assets; d) provides efficient access for firefighting; e) provides ongoing protection from bushfire for major park assets f) and buildings. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	AO14 Development provides a park landscape plan that complies with a bushfire management plan prepared in accordance with the Bushfire planning scheme policy	

Section C—If for ROL		
PO15 Development does not materially increase the number of premises exposed to unacceptable risk during bushfire events.	AO15 Development does not materially increase the number of people living or working in the Bushfire overlay area.	Reconfiguration of a Lot is proposed (1 to 2 residential lots). The potential increase in number of people is limited.
PO16 Development is designed to: a) mitigate the risk of bushfire hazard to each lot; b) limit the spread of bushfire; c) achieve and maintain sufficient separation distance between development and hazardous vegetation to minimise bushfire hazard to future buildings during a bushfire; d) allow for emergency services access; e) locate buildings within a building protection zone Note—Lot size, location, configuration, dimensions and building measures are balanced to achieve an acceptable level of risk to future occupants. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme	AO16 Development requires that lot number, size, shape and layout allow for the siting of future buildings within the lowest hazard locations site being located: a) within a building protection zone in accordance with Figure b and Figure c b) away from ridgelines and hilltop sites in compliance with Figure a; c) on land with a gradient less than 15%; d) preferably on east to south facing slopes and avoiding north to west facing slopes unless the slope is clear of vegetation and is not located in the High hazard buffer area sub- category or Medium hazard buffer area sub-category.	The proposal is considered appropriate in this established neighbourhood.

policy can assist in demonstrating compliance with this performance outcome.		
PO17 Development promotes safe site access, avoids creating a potential entrapment situation and supports accessibility and manoeuvring for firefighting during bushfires. Note—This includes easements and boundary realignments. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	AO17 Development provides a lot layout which: a) provides direct road access and egress for new lots to public roads, rather than the creation of easements; b) in an urban category, avoids creating a new lot less than or equal to 2,500m² which directly adjoins hazardous vegetation; c) in an urban category, locates a future building protection zone to avoid a driveway of longer than 70m from the road frontage to a habitable building; d) in a rural category, provides for an alternative access where the private access roads or driveways are longer than 200m to reach a public road.	Safe site access exists.
PO18 Development ensures that the road layout and design provides: a) efficient emergency services access to sites and manoeuvring within the subdivision; b) safe and efficient movement of residents, workers and visitors out of the	AO18.1 Development involving a new road or fire maintenance trail is designed and constructed in compliance with: a) Table 8.2.5.3.C; or b) an approved bushfire management plan.	Not applicable.
	AO18.2 Development has a road layout and design which:	

subdivision and away from an approaching bushfire; c) safe and efficient movement of emergency services in to the subdivision; d) alternative egress routes considering the most likely bushfire scenarios; e) ongoing availability and maintenance of access and egress routes for the purposes of evacuation and emergency services access. Note—A bushfire management plan prepared in accordance with the Bushfire planning scheme policy can assist in demonstrating compliance with this performance outcome.	a) provides for alternative access routes to the subdivision, by public roads that meet the requirements in Table 8.2.5.3.C and are able to access the arterial road network; b) excludes cul-de-sacs, except where a perimeter road with a cleared width of 20m isolates the development from hazardous vegetation; c) does not include dead-end roads or if a dead-end road is unavoidable, it is a maximum of 60m long, or 200m where located in the Environmental management zone, Conservation zone, Rural zone, or Rural residential zone, and an alternative emergency evacuation and egress route away from the most likely source of bushfire risk is provided for lots where multiple road access or exit points are not possible; d) links road within the subdivision to, or provides for future links to roads in adjacent subdivisions. Note—Where staged development occurs or development is in accordance with an approved master plan, a temporary perimeter road may be considered, subject to availability of reticulated water supply.	
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PO19 Development involving new premises provides adequate infrastructure to support firefighting.	AO19.1 Development involving new premises ensures that: a) lots have access to reticulated water supply and water pressure available for fire-fighting requirements with water supply and pressure that accord with the standards specified by the relevant utilities provider; or b) where reticulated water supply is not available for: i. residential lots, there is a minimum water supply available and retained for fire-fighting purposes in ii. compliance with Table 8.2.5.3.B, which may be in the form of a separate tank or a reserve section as part of a main water supply tank; iii. development other than residential lots, onsite water storage is provided which is appropriate to the proposed future use according to the standards specified by the relevant emergency services agency and is not less than 5,000 litres. Note—Water supply for fire-fighting is in addition to water supply for household use. Where a non-reticulated supply of water is required, swimming	Mains water supply is available.
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	pools, creeks and dams should not be used as a substitute for a dedicated static supply as these sources of water are not reliable during drought conditions.	
	AO19.2 Development provides fire hydrants in accordance with Central SEQ Distributor-Retailer Authority, Queensland Urban Utilities (incorporating Water Services Association of Australia) standards.	
Section D—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development where in Potential impact sub-category		
PO20 Development is designed and constructed to reduce vulnerability to bushfire attack and addresses the bushfire hazard by a bushfire hazard assessment that: a) utilises a fit for purpose methodology prepared in accordance with the State Planning Policy — State interest technical manual — Natural hazards, risk and resilience; b) includes the following measures and inputs: i. potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation;	AO20.1 Development is designed and sited in compliance with an approved bushfire management plan relevant to the full nature of the uses, which identifies the level of future bushfire hazard and the location of future hazardous vegetation affecting the development. Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.	Noted.
	AO20.2 Development other than ROL determines bushfire attack level using:	

ii. a published vegetation hazard classification data set from the relevant fire authority; iii. forestfiredangerindexof54(AEP5%); iv. potential flame length; v. potential rate of fire spread. c) Is undertaken by a person suitably qualified and experienced with technical expertise in the field of bushfire hazard identification and mitigation, including protection of biodiversity values; d) determines the relevant bushfire attack level for that part of the site in which development is proposed. Note—The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the hazard classification of that vegetation in its mature state.	a) Potential fuel loads for vegetation in its mature state from areas subject to revegetation or regrowth vegetation; Note—In the absence of an approved rehabilitation and revegetation plan refer to Figure d—Regional ecosystem vegetation communities. a) a published vegetation hazard classification dataset from the Relevant fire authority; b) forestfiredangerindexof54(AEP5%). Note—Revegetation and regrowth vegetation may be planned within the Potential impact sub-category on both private and public lands. The level of bushfire hazard posed by any areas subject to revegetation or regrowth vegetation is to be assessed as if that area had reached its mature state. A ‘low’ bushfire attack level must not be assumed in these locations even where the area is non-vegetated or vegetation is considered low threat in accordance with AS 3959-2009 Construction of buildings in bushfire-prone areas. The Bushfire planning scheme policy provides advice about the sources of information to be consulted to determine areas subject to revegetation or regrowth vegetation and the	
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	hazard classification of that vegetation in its mature state.	
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Part 8 Overlays \ 8.2 Overlay codes \ 8.2.5 Bushfire overlay code

Community Purposes Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
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 Not applicable.		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	AO1 Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not applicable.

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.	AO2 No acceptable outcome is prescribed.	Not applicable.
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Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long-term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (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	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; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not applicable.

improvements and structures associated with the approved development clear of the area of long-term infrastructure, may be imposed.		
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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 Not applicable.		
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	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.	Not applicable.

co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in 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.	AO5 No acceptable outcome is prescribed.	Not applicable.

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 <i>Planning Act 2016</i>.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long-term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: i. is required to service the development or existing and future urban development in the planning scheme areas; or	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.	Not applicable.

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.		
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Critical Infrastructure and Movement Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility Not applicable.		
PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.	AO1 Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: i. demonstrates that it services a local/district catchment and can continue to service and access that	Not applicable.

	catchment during a natural disaster event; ii. includes a business continuity plan for the operation of the use or throughout the natural disaster event.	
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation Not applicable.		
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	AO2 Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.	Not applicable.
Access by emergency services to medium impact industry, high impact industry or special industry Not applicable.		

PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	AO3 Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	Not applicable.
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Road Hierarchy Overlay Code

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 material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premise, 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.	The site has an existing minor road frontage.
	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.	No freight route exists on the frontages.
	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.	Not applicable.
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Not applicable.
	AO1.5	Not applicable.

	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.		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	A02.1 Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	Not applicable.
	A02.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	Not applicable.

Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	A03 No acceptable outcome is prescribed.	Noted.
If on a site in or adjacent to a planned infrastructure corridor on an Infrastructure corridor plan		
PO4 Development protects a planned infrastructure corridor on an Infrastructure corridor plan, being: (a) planned trunk infrastructure beyond the planning horizon for which a level of strategic and concept design planning has been carried out by the Council; (b) an item of development infrastructure of importance for future development in the planning scheme area; (c) for the maintenance of proper standards in local development.	A04 Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy.	Not applicable.
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: (a) safe, efficient and convenient connectivity of the new road to the major road network;	A05 Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	The road function is preserved.

(b) a minimum number of intersections to the major road network.		
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks;	A06.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	Noted.
	A06.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	The road function is preserved.

(h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.		
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	A07 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Complies. Refer to proposal plan.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay.	A08 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Complies.

Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	The verge exists.
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.	The existing 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.	Not applicable.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:	AO3.1 Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map;	Not applicable. Corner truncation is in place.

(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.	(b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	A03.2 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.	Not applicable.
	A03.3 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.	Not applicable.
PO4 Development supports and contributes to the formation of an integrated and continuous through-block pedestrian and bicycle network that: (a) facilitates convenient, safe, logical, active, legible and direct access to centres of activity, public transport	A04 Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in	Not applicable.

facilities and public open spaces, including small-scale spaces; (b) ensures the continuation of adjoining existing links to create an integrated and continuous through-block pedestrian network.	the Infrastructure design planning scheme policy. Note—Cross block links are shown in the general location in which they are needed.	
PO5 Development ensures that cross block links: (a) are designed and are of a width scale that reflects their function and location; (b) have a strong street presence that signifies that they are publicly accessible; (c) create a 24-hour publicly accessible space with equitable access; (d) are of sufficient width to accommodate desired embellishments, pedestrian movement and activities and enable clear sightlines; (e) are effectively signed, accessible and assist in way-finding.	AO5.1 Development ensures that cross block links are provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not applicable.
	AO5.2 Development ensures that a cross block link: (a) is dedicated to the Council; (b) creates a 24-hour publicly accessible space with equitable access; (c) is provided at-grade with an adjoining public area and connects safely without any lip or step; (d) incorporates crime prevention through environmental design principles; (e) incorporates a minimum corridor width of 6m, including a minimum unobstructed pavement width of 3m;	Not applicable.

	(f) provides lighting and shelter; (g) has signage at each end identifying the connection provided; (h) is straight and allows for visual connection to the other end; (i) does not contain and is not adjacent to bin collection and car parking areas; (j) is not used for vehicle access including service vehicle access. Note—Refer to the Crime prevention through environmental design planning scheme policy.	
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If in or on a site adjoining the Wildlife movement solution sub-category		
Not applicable.		
PO6 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	A06 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.	Not applicable.