

CODE COMPLIANCE ASSESSMENT REPORT

ASSESSMENT BENCHMARKS—BRISBANE CITY PLAN 2014 (Version 37.0 — 2026)

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28/09/2026

APPLICATION REF

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Member
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ATTACHMENT B: CODE COMPLIANCE ASSESSMENT REPORT

PLANNING SCHEME: BRISBANE CITY PLAN 2014 – Version 37.0 – September 2026.

56 DAKAR ROAD ALGESTER QLD 4115

The property of 56 Dakar Road, Algester QLD 4115 known as Lot 17 on Registered Plan RP90981, is located within the Local Government Area of Brisbane City. The Application proposes development activities that are assessable against the provisions of the local planning scheme, *Brisbane City Plan 2014*.

This *City Plan 2014* Code Assessment Report has been prepared by HAL Architects Pty Ltd on behalf of Blackwood Salisbury Pty Ltd. The purpose of which is to detail compliance, or otherwise, with respect to the relevant provisions of the *Brisbane City Plan 2014* that apply to the requested Development Permit.

The following report provides an assessment of the proposed development against the below listed Codes:

- Calamvale District Neighbourhood Plan Code;
- Subdivision Code;
- Airport Environs Overlay Code;
- Biodiversity Areas Overlay Code;
- Bushfire Overlay Code;
- Flood Overlay Code;
- Road Hierarchy Overlay Code;
- Streetscape Hierarchy Overlay Code; &
- Prescribed Secondary Codes;
 - Filling and Excavation Code;
 - Infrastructure Design Code;
 - Landscape Work Code;
 - Outdoor Lighting Code;
 - Stormwater Code;
 - Transport, Access, Parking and Servicing Code; and
 - Wastewater Code.



CALAMVALE DISTRICT NEIGHBOURHOOD PLAN CODE

The Subject Site is contained within the bounds of the Calamvale District Neighbourhood Plan however is not identified within any particular precincts or sub-categories. Accordingly, there is no additional guidance beyond the general provisions of Part 6, Part 8 and Part 9 of the *Brisbane City Plan 2014* applicable to the Subject Site.

SUBDIVISION CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—General criteria for reconfiguring a lot		
PO1 Development creates a lot with dimensions which enable lawful uses appropriate to the intended use and consistent with zones, zone precincts, neighbourhood plans and overlays which apply to the site and are intended for the locality under the planning scheme.	AO1.1 Development provides lots which enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use. AO1.2 Development provides lots with dimensions in compliance with Table 9.4.10.3.B. AO1.3 Development involving a building or structure that is not intended for common use and sharing by a formal title arrangement such as a shared wall between attached dwelling houses and a volumetric lot, reconfiguring a lot does not result in development being located across a boundary or within a setback required by the planning scheme. <i>Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.</i> <i>Note—Where development is intended on a proposed lot to involve work for a shared wall, built to the boundary wall or other structure and work (other than a fence) on or near to the</i>	PO1 - Complies with Performance Outcomes. Please refer to Section 8.0 of the Town Planning Assessment Report for justification of proposed lot areas.

	<i>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 permit, approved plans, planning scheme and Building Regulation.</i> <i>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</i> • <i>physical inspection is undertaken at the framing stage of construction;</i> • <i>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</i> • <i>other evidence received and agreed by the Council.</i> AO1.4 Development ensures that each lot is provided with: (a) direct access to a formed public road which is not directly from a major road; or (b) access to a formed public road via a formal access arrangement registered on a title over another lot, a reciprocal access easement or common property which meets the standard vehicle type requirements for the zone and zone precinct applicable to the site and the intended use. AO1.5 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. <i>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Other parts of this code and other codes determine the circumstances for the application of a building envelope plan or a development footprint plan.</i>	AO1.4 - Complies with Acceptable Outcome. Each proposed lot will achieve vehicle access to either Dakar Road or Busby Street. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D. AO1.5 – Not Applicable. No development footprint or building envelopes are sought.
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	<i>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.</i>	
PO2 Development ensures that the lot size and layout minimises impacts from cutting, filling, retaining walls and earthworks	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks have maximum vertical and horizontal dimensions of 1m either as a single element or a step in a terrace or series of terraces. <i>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</i> AO2.2 Development provides an area of a minimum rectangular dimension identified in Table 9.4.10.3.B which is located in the lot on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks. AO2.3 Development involving a lot with an area less than 450m² is located on a site with: (a) a maximum average slope on the shortest lot axis of 1 in 10; (b) a maximum average slope on the long axis of 1 in 15. AO2.4 Development ensures that no crest of any cut or toe of any fill is located closer than 0.6m to any lot boundary.	AO2.1 Complies with Acceptable Outcome. No retaining walls will exceed 1m in height. Please reasonably condition for compliance. AO2.2 - Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D for further details. AO2.3 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D for further details. The Subject Site is generally described as flat. AO2.4 – Complies with Acceptable Outcome. Please reasonably condition for compliance.

PO3 Development provides lot access which is designed: (a) for the appropriate type of vehicle, pedestrian and cyclist use of the site; (b) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; (c) to maintain the safety and efficiency of the movement network for vehicles, buses, pedestrians and cyclists	AO3.1 Development provides lot access for a vehicle which is not directly from a major road. AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	AO3.1-AO3.2 – Complies with Acceptable Outcome. Each proposed lot will have vehicle access to either Dakar Road or Busby Street, both of which are identified within the local road hierarchy as neighbourhood roads. The proposed access arrangements are therefore fully consistent with the established road hierarchy and traffic function of the surrounding area.
PO4 Development provides land for the delivery of infrastructure and services.	AO4.1 Development provides land for infrastructure and services in compliance with the: (a) <u>Priority infrastructure plan</u>; (b) standards in the Infrastructure design planning scheme policy; (c) <u>Refuse planning scheme policy</u>; (d) <u>Transport, access, parking and servicing planning scheme policy</u>; (e) other codes and planning scheme policies which apply to the site. AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code which has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	AO4.1 – Please reasonably condition for compliance. AO4.2 - Complies with Acceptable Outcome. Please refer to the Engineering Civil Design Drawings prepared by Urban Engineering Solutions Pty Ltd enclosed as Attachment E.
Additional criteria if rearranging the boundaries of a lot		
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures the lot density, location, arrangement and dimensions addresses potential adverse impacts on the normal occupation of the lot for its intended use and associated activities by:	AO5 - Not applicable. The proposal does <u>not</u> seek to rearrange the boundaries of a lot.

	(a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; (c) including buffers and structures to mitigate the hazard. <i>Note—Information about potential risks and hazards and how these are addressed is provided in overlays and neighbourhood plans. There may however be other risks and hazards that are apparent as part of the analysis of the site and its surrounds, assessment of the development or changed circumstances not reflected in the planning scheme.</i>	
PO6 Development provides for the rearrangement of a lot boundary which results in the lot having a dimension and size that is consistent with a lawful use intended for the site and locality.	AO6.1 Development ensures that no additional lots are created. AO6.2 Development which is located in an established area ensures that the pattern, character arrangement, size and configuration of lots is consistent with the established area	AO6.1-AO6.2 – Not Applicable. The proposal does <u>not</u> seek to rearrange the boundaries of a lot.
Additional criteria if creating an easement giving access to a lot from a constructed road		
PO7 Development provides an access easement which: (a) is of an adequate width; (b) is constructed to a standard appropriate to the situation; (c) does not result in unreasonable detriment or nuisance to an adjacent premises.	AO7.1 Development provides an access easement which is in compliance with the standards in the road corridor design section of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy. AO7.2 Development provides an access easement which is located as far away as practicable from an existing or proposed dwelling.	AO7.1-AO7.2 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D for further details.
Additional criteria if involving a volumetric subdivision		
PO8	AO8	AO8 – Not Applicable.

Development ensures that the subdivision of the space above or below the surface of the land facilitates efficient development in accordance with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site and the locality.	Development ensures lots retain reasonable and practical access appropriate to their current and future intended use.	The proposal does <u>not</u> seek to create a volumetric subdivision.
Additional criteria if involving a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories		
PO9 Development ensures that a subdivision involving land included in 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories provides for different lot design requirements which are applicable to the zones, zone precincts, neighbourhood plans and overlays and the lawful uses intended for the site and the locality.	AO9.1 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. AO9.2 Development includes separation, buffer management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use. AO9.3 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.	AO9.1-AO9.3 - Not Applicable. The Subject Site is <u>not</u> located in 2 or more zones, precincts, neighbourhood plans and overlay sub-categories.
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving the creation of 10 or more lots, a road reserve or a lot for a new road, bikeway or pedestrian route		
PO10 Development ensures that the transport network and all its elements is designed to: (a) have a clear hierarchical structure using the existing network classification; (b) provide a high level of internal accessibility and good external connections for local vehicle, pedestrian and bicycle networks;	AO10.1 Development provides a transport network that aligns with and integrates with the surrounding transport network (and completes relevant elements of this network where necessary) shown in: (a) the Road hierarchy overlay map; (b) the Bicycle network overlay map;	AO10.1 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.

(c) include a minor road network that creates convenient and safe movement between uses and to higher order roads; (d) contribute to the bicycle network; (e) cater for design vehicles based on the primary function in the road hierarchy and the expected vehicle, pedestrian and cyclist use of the site and surrounding premises; (f) have an adequate horizontal and vertical alignment which complies with the design speed; (g) have intersections which are designed to best-practice engineering standards; (h) have safe vehicular access to each lot if access is allowed; (i) ensure speed management is achieved by geometric design and arrangement of roads and paths to meet the vehicle design speed, deter through traffic and create safe conditions for vehicles, pedestrians and cyclists and the nature of uses intended for the site and locality; (j) provide safe pedestrian and cyclist crossings; (k) minimise the need for earthworks; (l) provide minor roads adjoining the park network. Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied. <i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i>	(c) a preliminary approval or approved plan over the subject site; (d) preliminary approvals and development permits on land around the subject site; (e) neighbourhood plans and/or structure plans or other plans agreed by the Council; (f) 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. <i>Note—This can be demonstrated through an application that:</i> <i>is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> <i>is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</i> <i>and is certified by a Registered Professional Engineer Queensland that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</i> AO10.2 Development provides a transport network which is laid out and designed in compliance with the relevant standards and specifications identified in the planning scheme. AO10.3 Development provides roads that are designed in compliance with the standards in the:	AO10.2-AO10.3 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.
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	<u>Infrastructure design planning scheme policy;</u> and <u>Transport, access, parking and servicing planning scheme policy.</u> AO10.4 Development ensures that cut and fill for construction of transport network elements is less than 1m in height. AO10.5 Development provides a road network design which prevents the need for traffic-calming devices to manage vehicle design speed, deter through-traffic and create safe conditions for pedestrians and cyclists. AO10.6 Development provides a minor road which: (a) adjoins a minimum of 50% of the edge of a park; (b) has an interface that is evenly distributed across the edge of the park network. AO10.7 Development provides vehicle access to a residential lot which: has a slope of less than 1v:6h; (b) does not require cut and fill in excess of 1m in height. AO10.8 Development provides safe sight distances, based on the vehicle speed, at the following: (a) an access point to a lot; (b) a junction and an intersection, including a corner truncation; (c) a pedestrian or cyclist crossing.	AO10.4-AO10.8 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.
PO11	AO11.1 Development ensures that a cul-de-sac is not included in design unless a physical feature naturally breaks the	AO11.1- Not Applicable. The proposal does <u>not</u> involve a cul-de-sac.

Development provides a transport network which has permeability, connectivity and safety for vehicles, pedestrians and cyclists.	continuance of the road network and no alternative arrangement is possible. <i>Note—Physical features include waterways, parks and major changes in land use such as residential changing to industrial which are to be demonstrated in the development application. While the road network may have a cul-de-sac; the pedestrian and bicycle network may not.</i> AO11.2 Development ensures that if a cul-de-sac is required based on there being no other practical option: (a) for residential development, the cul-de-sac accommodates a maximum of 200 vehicle movements per day; (b) for an industrial area, the cul-de-sac does not support more than 1000 vehicle movements per day; (c) at the head of the cul-de-sac, connections with a direct line of sight are provided to the through-streets for pedestrians and cyclists; (d) a residential cul-de-sac head is visible from the cul-de-sac street entrance and is no longer than 150m; (e) where a site has a frontage to the road stub at the end of a ‘no through’ minor road and no cul-de-sac head is provided, a cul-de-sac head is dedicated in compliance with the standards in the Infrastructure design planning scheme policy; and the Transport, access, parking and servicing planning scheme policy.	AO11.2 – Not Applicable. The proposal does <u>not</u> involve a cul-de-sac.
PO12 Development provides a pedestrian and bicycle network which: (a) is designed to provide permeability for pedestrians and cyclists in conjunction with the design of the road network and lot layout having regard to the surrounding area and existing and future networks; (b) is safe, suitably shaded, attractive and efficient;	AO12.1 Development on a site in the Bicycle network overlay provides that component of the bicycle network in compliance with the hierarchy of bicycle paths and the transport network section of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO12.1-AO12.4 – Please reasonably condition for compliance as deemed appropriate.

(c) links destinations such as schools, shopping centres, parks, public transport stations, public transport stops and local activity centres along the safest, most direct and convenient routes; (d) provides routes that are on areas of least slope and avoid potential hazards such as flooding; (e) runs largely along public spaces including streets or parks, fronted by dwelling houses; (f) is located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; (g) is widened at potential vehicle conflict points.	AO12.2 Development provides a pedestrian and bicycle network which: (a) is in compliance with an overlay, neighbourhood plan, preliminary approval, development permit or structure plan; or (b) a pedestrian and bicycle accessibility grid-based network through the development that connects into the broader network of proposed and existing pathways, if no overlay, neighbourhood plan, preliminary approval, development permit or structure plan exists. Refer to Figure a. AO12.3 Development provides a pedestrian and bicycle route in compliance with the outcomes and standards identified in the planning scheme the Infrastructure design planning scheme policy. <i>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standard and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, whether in the road reserve or through a park.</i> AO12.4 Development provides pathway links interconnecting between the street network and open space network with a direct line of sight between both ends of the link which are suitable for pedestrians and bicycles and have a minimum width of 5m and a maximum length of 40m.	
PO13 Development provides a road network which enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas.	AO13 Development provides a road network which: (a) is generally orientated on a modified grid pattern that allows for topographic constraints;	AO13 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.

	(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 oriented north–south.	
PO14 Development provides a transport network which facilitates the efficient and cost-effective provision and maintenance of infrastructure.	AO14 Development provides a transport network which enables the logical alignment of infrastructure in the network.	AO14 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.
PO15 Development provides a road reserve and carriageway which is of sufficient design, width and arrangement to cater for the road hierarchy functions, including: (a) safe and efficient movement of users, including vehicles, cyclists and pedestrians; (b) efficient vehicle parking; (c) access to properties, including accommodation of the largest service vehicle likely to access lots; (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.	AO15 Development provides a road reserve and carriageway which is designed in compliance with its road hierarchy classification and in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO15 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.
PO16 Development provides corner lots with a corner truncation to ensure safety, functioning and visibility at the intersection.	AO16 Development provides for a corner truncation, if not already provided, of each corner of a site to a road frontage, in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	AO16 – Complies with Acceptable Outcome. A corner truncation is provided on the corner of Dakar Road and Busby Street. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D .

PO17 Development provides on-road car parking which is in compliance with the intended function of the road and the projected needs taking into account kerb space for: (a) on-street parking; (b) the number and location of driveways and shared driveway crossovers; (c) bus stops; (d) street furniture; (e) landscaping and street trees; (f) the location of traffic control devices and other infrastructure.	AO17 Development provides on-road car parking spaces which are in compliance with the road corridor design standards of the <u>Infrastructure design planning scheme policy</u>; and <u>Transport, access, parking and servicing planning scheme policy</u>	AO17 – Not Applicable.
PO18 Development provides intersection designs which ensure: (a) safety, efficient function and visibility for vehicles, pedestrians and cyclists; (b) verge areas that provide sufficient space for safe pedestrian movement; (c) sufficient space for infrastructure and traffic management.	AO18 Development provides intersections which are designed in compliance with the standards and specifications in the road corridor design standards in the Infrastructure design planning scheme policy.	AO18 – Not Applicable. The proposal does <u>not</u> involve an intersection.
PO19 Development provides a transport network which caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	AO19 Development provides bus infrastructure and intersections which are designed in compliance with the road corridor design standards of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	AO19 – Not Applicable. The Subject Site is a corner lot with two public road frontages. The proposed development does not require the construction of any new public roads.
PO20 Development provides a transport network which is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	AO20 Development provides a secondary local street access if access to lots is used by more than 1,000 vehicles per day. <i>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.</i>	AO20 – Not Applicable. The proposed lots are residential lots and will not require access via roads carrying more than 1,000 vehicles per day.

Section C—Specific criteria applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: (a) a site which is more than 1ha in the Emerging community zone; or (b) a site which is more than 7,000m ² in the Low density residential zone; or (c) the number of lots is 20 or more; or (d) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or (e) the creation of more than 50% of the lots with an area less than 350m ² .		
PO21 Development delivers a structure of highly connected and legible neighbourhoods which: (a) are based on a 400m walking distance from a central point; (b) include or are within an 800m walking distance of a local shop and services; (c) include a range of lot sizes and types; (d) have connected transport and open space networks; (e) have centrally located parks; (f) provide sites for community activities, services and facilities and utilities; (g) create a strong and positive neighbourhood identity; (h) create a legible transport network; (i) result in a safe, connected and permeable neighbourhood; (j) integrate with surrounding development approvals and areas; (k) integrate the requirements of neighbourhood plans; (l) respond to site characteristics and setting as detailed in an applicable neighbourhood plan or overlay. <i>Note—A structure plan prepared in accordance with the Structure planning scheme policy can assist in demonstrating the achievement of this outcome and is a useful tool to integrate subdivision layout with all relevant spatial attributes as addressed in overlays and neighbourhood plans.</i>	AO21.1 Development complies with any of the following: (a) a neighbourhood plan, preliminary approval or development permits which provide comprehensive information to guide the land use pattern, scale, arrangement, connections, transport network and relationship to surrounding features and values; (b) a structure plan which satisfies the performance outcome if there is no neighbourhood plan, preliminary approval or development permit which provides comprehensive information; where: (i) the site is more than 1ha in the Emerging community zone; or (ii) the site is more than 7,000m ² in the Low density residential zone; or (iii) there are 20 or more lots; or (iv) the development opens a new road, creates a park or creates bicycle and pedestrian network elements; or (v) includes a minimum of 50% of lots less than 350m ² ; (c) if paragraphs (a) and (b) do not apply, the plans of the development clearly indicate the integration, connection and relationship of the site with surrounding land uses, roads, pathways, bicycle routes, parks, environmental values and key destinations such as centres and community facilities. AO21.2 Development involving all residential, or significant residential, centre or mixed use development provides: (a) a maximum street block length of 220m;	PO21 – Complies with Performance Outcome. The proposed subdivision represents a logical residential infill outcome that will not prejudice the future redevelopment potential of adjoining properties.

	(b) a maximum street block depth of 80m; (c) a mid-block link with a direct line of sight between the link ends of a minimum width of 5m if a street block exceeds 150m in length and provides a mid-block link for every 150m of block length or part thereof where a block length exceeds 200m.	
PO22 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, movement and park networks and services.	AO22.1 Development retains and incorporates significant vegetation within a park, private open space areas, road reserve, waterways or corridors. <i>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</i> AO22.2 Development integrates heritage or character buildings with community facilities or shared facilities.	AO22.1 – Complies with Acceptable Outcome. Please refer to Ecological Assessment enclosed as Attachment F. AO22.2 – Not Applicable. No heritage or character buildings are located on the Subject Site.
PO23 Development provides a layout which supports pedestrian access to public transport services by locating: (a) a high proportion of dwellings close to public transport stops; (b) higher density residential development close to transport stops; (c) non-residential or high trip-generating uses immediately proximate to transport stops.	AO23 Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	AO23 – Not Applicable. Residential subdivision proposed.

PO24 Development provides a high proportion of lots which can accommodate climate-responsive subtropical building design for solar access and breeze.	AO24.1 Development provides lots which are generally designed and positioned as follows: (a) small lots are located on north-facing slopes with gradients of less than 15%; (b) largest lots and lowest densities are located on south-facing slopes or other areas where solar access is poor. AO24.2 Development involving a small lot which has a building envelope plan or provides for integrated small lot development identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	AO24.1-AO24.2 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.
PO25 Development provides a range of lot sizes and types mixed in one location to support increased housing choice appropriate for a range of household types and is consistent with the proposed uses of the site and the surrounding lot character or provides transitions from that surrounding lot character.	AO25.1 Development provides a range of lot sizes which comply with: (a) the zone, zone precinct, neighbourhood plan, preliminary approval or development permit; or (b) if there is no neighbourhood plan, preliminary approval or development permit which specifies or provides sufficient information on the range, scale, mix and density of lots, a minimum of 18 dwellings per hectare in the Emerging community zone and 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 permit which specifies or provides sufficient information on the range, scale, mix and density of lots, lots complies with the minimum requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. <i>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site</i>	AO25.1 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.

	<i>proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.</i> AO25.2 Development provides a frequency of standard and small lots which are varied to facilitate housing variety that ensures: (a) in the Emerging community zone, Low density residential zone and Character residential zone, there is no more than 6 contiguous small lots along a street frontage which are separated by no less than 2 standard lots from other small lots; (b) in the Low-medium density residential zone, there is no more than 6 contiguous small lots joined by sharing boundary walls along a street frontage. (c) there is a transition between the surrounding lot size character of land in a zone in the Residential zones category or the Emerging community zone and the site that provides lots consistent with the size of adjoining lots. <i>Note—The limitations for sharing boundary walls (AO25.2(b)) can be registered on title to clearly indicate where shared walls are located or not in order to demonstrate meeting this outcome.</i>	AO25.2 - Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.
PO26 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;	AO26 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 which 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;	AO26 – Not Applicable. Residential subdivision proposed.

(e) development interfaces and land use transitions to residential uses.	(d) so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	
PO27 Development provides a lot mix and location within a residential neighbourhood or subdivision which supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO27.1 Development providing lots for multiple dwellings locates these on corner sites, at the ends of street blocks or where they have dual frontage to facilitate direct vehicle and pedestrian access to each dwelling. AO27.2 Development ensures that a lot which is less than 350m ² or with a frontage width less than 10m: (a) is located mid-block or adjacent to a park where there is dual frontage; (b) is located in a group up to but not more 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. AO27.3 Development provides for larger lots located on corners or at the end of T-intersections.	AO27.1 – Not Applicable. Multiple Dwelling is <u>not</u> proposed. AO27.2-AO27.3 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D .
PO28 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.	AO28.1 Development provides lots which are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B. AO28.2 Development with lots less than 600m ² provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure b.	AO28.1 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D . AO28.2 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D .
PO29	AO29	AO29 – Not Applicable.

Development provides land for park purposes which 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.	Development provides land for park purposes which is in compliance with the Park planning and design code and the Priority infrastructure plan.	The proposed development does <u>not</u> involve land for park purposes.
Section C2—Detailed criteria for a development footprint plan involving residential small lots		
PO30 Development ensures that each small lot has an area of suitable size, dimensions and arrangement to enable the development of a dwelling house and associated ancillary structures and access without adversely impacting the intended character of a locality and the natural, character or heritage features of the lot. <i>Note—This performance outcome is reflected in a development footprint plan that forms part of the survey plan and title.</i> <i>Note—Compliance with all of the minimum requirements indicated in Table 9.4.10.3.B satisfies this outcome other than potentially where a development footprint plan is needed to address AO30.1(e).</i>	AO30.1 Development ensures each small lot has a development footprint plan which identifies an area including: (a) an area that complies with the minimum rectangle area identified in Table 9.4.10.3.B; (b) a suitable area for a dwelling house and other ancillary structures to be developed in compliance with the building and planning standards, specifications and outcomes including building setbacks; (c) ancillary buildings and structures, such as garages and decks; (d) vehicle parking areas, access and driveways; (e) the location of trees and tree protection zones or other natural, character or heritage features outside the development footprint plan. AO30.2 Development locates the <u>development footprint</u> (excluding car parking access) to ensure a minimum setback of: (a) 3m to the primary street frontage or the least setback of an adjoining dwelling, whichever is the greater; (b) 1.5m to any secondary street frontage, where a corner lot; (c) 3m to any adjoining private open space. <i>Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</i>	AO30.1-AO30.4 – Not Applicable.

	AO30.3 Development ensures that a development footprint plan identifies a minimum of 16m² principal private open space with a minimum dimension of 4m. AO30.4 Development locates the development footprint to allow for built to boundary walls to be located so that no more than 6 dwelling houses can be attached by shared boundary walls.	
Section C3—Additional criteria if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
PO31 Development provides a lot layout plan which: (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.	AO31.1 Development involving an industrial lot ensures vehicle access is to a road intended for industrial use, not a residential street. AO31.2 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.	AO31.1-AO31.2 – Not Applicable. The Subject Site is <u>not</u> located in the Industry or Extractive Industry Zones.
PO32 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.	AO32 Development provides lots which are arranged to: (a) provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; (b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	AO32 – Not Applicable. The Subject Site is <u>not</u> located in the Industry or Extractive Industry Zones.
PO33 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots which: (a) are of a size that facilitates a variety of industrial and industry compatible land uses;	AO33 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.	AO33 – Not Applicable. The Subject Site is <u>not</u> located in the Industry or Extractive Industry Zones.

(b) are not subdivided or otherwise fragmented into unviable lot sizes.		
Section C4—Additional criteria for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone <i>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</i>		
PO34 Development in a zone in the Centre zones category, Mixed use zone or Specialised centre zone: (a) facilitates the integration of centre and mixed uses with adjacent uses and features; (b) complements and enhances existing or proposed public spaces; (c) ensures minimum impact on the amenity of adjacent and nearby areas; (d) provides for reasonable buffers between any existing or potential incompatible land uses.	AO34 No acceptable outcome is prescribed.	AO34 – Not Applicable. The Subject Site is <u>not</u> located in the zones listed in Section C4.
Section C5—Additional criteria 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		
PO35 Development provides a lot design which protects, maintains and enhances ecological features, significant vegetation and koala habitat trees. <i>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the <u>Structure planning planning scheme policy</u>.</i>	AO35 Development ensures that the building envelope plan and development footprint plan, design and layout conserves ecological features, significant vegetation and koala habitat trees in a spatial configuration which: (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. <i>Note—The use of a building envelope plan and a development footprint plan can demonstrate compliance with this requirement.</i>	AO35 – Not Applicable. The Subject Site is <u>not</u> located in the zones listed in Section C5.
PO36 Development provides vehicular access which is: (a) available to each lot or building envelope area;	AO36 Development provides vehicle access via a road and within a lot which is designed to minimise the clearing of vegetation and potential threat to fauna movement.	AO36 – Not Applicable. The Subject Site is <u>not</u> located in the zones listed in Section C5.

(b) does not result in the loss of ecological features, significant vegetation and koala habitat trees. <i>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</i>	<i>Note—The use of a development footprint plan can demonstrate compliance with this requirement.</i>	
Section D—Additional criteria if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
PO37 Development that divides land into parts by lease or subdivision of existing or approved buildings, whether or not including land, does not result in: (a) the use or building becoming unlawful; (b) dependent activities of a use becoming separated by titling; (c) the functioning of a use or the relevant development approval being compromised. <i>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.</i> <i>Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individual community title for the units through a building format 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.</i> <i>Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled.</i>	AO37.1 Development ensures: (a) the use of premises remains lawful; (b) development remains in compliance with planning and building standards and development approvals. AO37.2 Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	AO37.1-AO37.2 – Not Applicable. Subdivision lease is <u>not</u> proposed.

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> <i>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</i>		
PO38 Development provides residential lots which 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) which are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.	AO38 No acceptable outcome is prescribed	PO38 – Not Applicable. No Common Property proposed.
PO39 Development provides internal access ways and driveways which: (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.	AO39.1 Development for the purposes of residential development or the residential components of development, provides lots which 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. AO39.2 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.	AO39.1-AO39.2 – Not Applicable. No common property proposed.

AIRPORT ENVIRONS OVERLAY CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES		ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories			
General			
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	AO1 Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.	AO1 – Complies with Acceptable Outcome. The proposal is for a reconfiguration of a lot only.	
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley 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 or height restriction zone: a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; b. smoke, dust, ash, steam or other airborne particulate.	AO2 – Complies with Acceptable Outcome. The proposal is for a reconfiguration of a lot only.	
Additional performance outcomes and acceptable outcomes if involving air service			
PO3 Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.	AO3 Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.	AO3 – Not Applicable. The proposed development does <u>not</u> involve air service.	
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. 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.	AO4.1-AO4.2 – Not Applicable. The Subject Site is <u>not</u> located in the Bird and bat strike zone sub-categories.
Section C—If in the Public safety area sub-categories		
PO5 Development does not expose or increase the risk to public safety.	AO5.1 Development does not increase the number of people living, working or congregating in the Public safety area sub-categories. AO5.2 Development does not materially increase the storage and handling of dangerous goods or combustible liquids within the Public safety area sub-categories.	AO5.1-AO5.2 – Not Applicable. The Subject Site is <u>not</u> located in the Public safety area sub-categories.
Section D—If in the Light intensity sub-categories		
PO6 Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	AO6.1 Development ensures that outdoor lighting: 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	AO6.1 - Please reasonably condition for compliance.

	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.	AO6.2 – Please reasonably condition for compliance.
Section E—If in the Aviation facilities sub-categories		
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. The SPP guidance: Strategic airports and aviation facilities identifies development likely to impact certain aviation facilities.	AO7 – Not Applicable. The Subject Site is <u>not</u> located in the Aviation facilities sub-categories.
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories		
PO8 Development 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	AO8.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation located in the ANEF 20-25 sub-category:	AO8.1 – Not Applicable. The Subject Site is not located in the ANEF contour sub-categories.

scheme policy can assist in demonstrating achievement of this performance outcome.	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 a resort complex, rural workers' accommodation, short-term accommodation or tourist park 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. AO8.3 Development for an office is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO8.4 No acceptable outcome is prescribed where development for a community use, detention facility, funeral parlour, place of worship, theatre or veterinary service. AO8.5 Development for a use not identified in AO8.1, AO8.2, AO8.3 or AO8.4 is not located in the ANEF 40-45 sub-category.	AO8.2-AO8.5 – Not Applicable. The Subject Site is <u>not</u> located in the ANEF contour sub-categories.
PO9 Development for a sensitive use is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.	AO9.1 Development for a caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational	AO9.1 – Not Applicable. The Subject Site is <u>not</u> located in the ANEF contour sub-categories.



	establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility or rooming accommodation is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category. AO9.2 Development for a resort complex, rural workers' accommodation, short-term accommodation or tourist park is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.	AO9.2 – Not Applicable. The Subject Site is <u>not</u> located in the ANEF contour sub-categories.
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BIODIVERSITY AREAS OVERLAY CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—If for a dwelling house or associated filling or excavation		
PO1 Development is within a single development footprint sited to: d. minimise the clearing and fragmentation of native vegetation, including any vegetative growth and material of vegetative origin, whether living or dead, including trunks, branches, stems, leaves, fruits and flowers, and ecological features within the Biodiversity areas overlay; e. maximise the extent of habitat restoration of areas of strategic biodiversity value within the High ecological significance sub-category or the High ecological significance strategic sub-category on the Biodiversity areas overlay. Note—An ecological assessment prepared in accordance with the Biodiversity areas planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—A development footprint may be used to fulfil recommendations of an ecological assessment. A development footprint plan can be shown on a plan of survey or be part of approved development.	AO1.1 Development ensures that the dwelling house is contained within a single development footprint plan, that minimises the proportion of the development footprint within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category. Note—Where there is no approved development footprint plan, a development footprint plan is to be prepared to support this acceptable outcome and this plan forms part of the approved development. AO1.2 Development ensures that the dwelling house is contained within a single development footprint plan, no greater than: c. 1000m² where in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, High density residential zone or the Character residential zone; or d. 2500m² where in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone, as shown in Figure a. AO1.3	AO1.1-AO1.2 – Not Applicable. A new Dwelling House is <u>not</u> proposed. AO1.3 – Not Applicable. A new Dwelling House is <u>not</u> proposed.

	Development ensures that management of vegetation undertaken to reduce risk from bushfire hazard, as demonstrated through a Bushfire Management Plan, occurs within a single bushfire management footprint plan no greater than 1500m ² which adjoins the development footprint plan. Refer to Figure c.	
PO2 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands are protected to ensure their long-term viability.	AO2 Development ensures that the development footprint plan conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value and wetlands in a spatial configuration which: d. conserves areas within the High ecological significance sub-category or the High ecological significance strategic sub-category that connect habitat; e. maximises the size and consolidates areas to be conserved for biodiversity purposes on site; f. provides connectivity between areas to be conserved for biodiversity purposes on site; g. excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration.	AO2 – Not Applicable. A new Dwelling House is <u>not</u> proposed.
Section B—If for filling or excavation		
PO3 Filling or excavation protects the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category and the General ecological significance strategic sub-category ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala	AO3 Development ensures that filling or excavation, other than where directly associated with habitat restoration, is contained within an area located entirely outside of: d. the High ecological significance sub-category; e. the High ecological significance strategic sub-category; f. the General ecological significance sub-category;	AO3 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.

habitat trees, areas with strategic biodiversity value, and wetlands, and mitigates the impact on ecological processes. Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome.	g. the General ecological significance strategic sub-category; h. the tree protection zone of non-juvenile koala habitat trees as shown in Figure b. Note—A tree survey prepared in accordance with the Biodiversity areas planning scheme policy can assist in demonstrating achievement of acceptable outcome (e).	
Section C		
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category		
PO4 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value, waterways and wetlands within the High ecological significance sub-category or the High ecological significance strategic sub-category are protected, conserved and restored to ensure the area's long-term viability. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.	AO4.1 Development: - ensures that the development footprint, including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the High ecological significance sub-category or the High ecological significance strategic sub-category; or - complies with AO4.2, AO4.3 and AO4.4. AO4.2 Development ensures that the development footprint, design and layout are informed by an ecological assessment which: - identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D),	AO4.1-AO4.2 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.

	koala habitat trees, areas of strategic biodiversity value, waterways and wetlands; b. identifies the likely impacts of the development to biodiversity; c. outlines how any potential impacts on biodiversity will be avoided and mitigated. Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy. AO4.3 Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees and wetlands in a spatial configuration which: a. conserves areas within the High ecological significance sub-category or the High ecological significance strategic sub-category that connect habitat or areas of strategic biodiversity value which have the capacity to connect habitat upon being restored; b. maximises the size and consolidates areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; c. provides connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites; d. minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects; e. minimises fragmentation by infrastructure; f. includes a single development footprint plan for each new residential lot to be created which is: i. 1000m² or less where on a lot in the Low density residential zone, the Low-medium	AO4.3 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.
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	density residential zone, the Medium density residential zone, the High density residential zone or the Character residential zone; ii. 2500m² or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone; g. excludes filling or excavation from areas to be conserved for biodiversity, except where it is directly associated with habitat restoration. Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.	AO4.4 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category, where involving a new road	AO4.4 Development is designed to minimise edge effects by locating land uses compatible with the long-term preservation of biodiversity adjacent to areas within the High ecological significance sub-category or the High ecological significance strategic sub-category, including: a. esplanade roads and pathways; b. landscaping or habitat restoration areas consisting of local indigenous plant species; c. open space land uses; d. employee or communal recreation areas; e. stormwater management infrastructure where adopting water sensitive urban design solutions. Note—Guidance on development design to minimise edge effects is included in the Biodiversity areas planning scheme policy.	
PO5 Development for a road is designed and constructed to facilitate the safe movement of native fauna.	AO5 Development incorporates location-specific wildlife movement solutions, on any roads which dissect an area	AO5 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.

	within the High ecological significance sub-category or the High ecological significance strategic sub-category. Note—Locations for wildlife movement solutions may be indicated on the Streetscape hierarchy overlay mapping. Guidance on wildlife movement infrastructure is included in the Infrastructure design planning scheme policy	
If a site is wholly or partly in the General ecological significance sub-category or the General ecological significance strategic sub-category		
PO6 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands within the General ecological significance sub-category or the General ecological significance strategic sub-category area are protected, conserved and restored to ensure the area's long-term viability. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.	AO6.1 Development: - ensures that the development footprint including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the General ecological significance sub-category or the General ecological significance strategic sub-category; or - Complies with AO6.2 and AO6.3 AO6.2 Development ensures that the development footprint, design and layout are informed by an ecological assessment which: - identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value, waterways and wetlands; - identifies the likely impacts of the development to biodiversity; - outlines how any potential impacts on biodiversity will be avoided and mitigated.	AO6.1-AO6.2 – Not Applicable. The Subject Site is <u>not</u> in the General ecological significance/strategic sub-category.

	Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy. AO6.3 Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, waterways and wetlands in a spatial configuration which: - maximises the size and consolidates areas of strategic biodiversity value to be conserved for biodiversity purposes on site and in combination with adjoining sites; - maximises connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites; - minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects; - minimises fragmentation by infrastructure; - includes a single development footprint plan for each new residential lot to be created which is: 1000m² or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, or the Character residential zone; or 2500m² or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone; - excludes filling or excavation from areas to be conserved for biodiversity except where it is	AO6.3 – Not Applicable. The Subject Site is <u>not</u> in the General ecological significance/strategic sub-category.
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	directly associated with habitat restoration or revegetation works. Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.	
If a site is wholly or partly in the Koala habitat area sub-category, where not in the High ecological significance sub-category, High ecological significance strategic sub-category, General ecological significance sub-category or General ecological significance strategic sub-category		
PO7 Development is located and designed to protect and enhance koala habitat by: - reducing threats to resident and transient koalas; - protecting the maximum number of non-juvenile koala habitat trees in the Koala habitat area sub-category; - consolidating and maximising the size of areas to be conserved on site and in combination with adjoining sites; - minimising the edge-to-area ratio of areas to be conserved, to limit edge effects; - providing connectivity and safe koala movement between koala habitat areas. - minimising fragmentation by infrastructure, particularly roads; - excluding filling or excavation from areas to be conserved. Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service	A07.1 Development ensures that the development footprint, design and layout, including roads, are informed by an ecological assessment which identifies koala habitat trees, movement corridors and the likely impacts to koala habitat as a result of the development. Note—Guidance on identifying koala habitat, completing an ecological assessment and designing development to protect koalas is included in the Biodiversity areas planning scheme policy. A07.2 Development ensures that the development footprint, design and layout: - protects non-juvenile koala habitat trees; - maximises the size and consolidates areas to be conserved as koala habitat on site and in combination with adjoining sites; - maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites; - excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees. Refer to Figure b. A07.3 Development ensures that landscaping and open space areas incorporate koala habitat trees.	A07.1-A07.3 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F.

without significant disruption of biodiversity values or outcomes.		
PO8 Development design and layout facilitates the safe movement of koalas through the landscape.	AO8.1 Development ensures that fencing or other barriers are designed to allow safe koala movement, and to exclude koalas from areas containing domestic or security dogs. Note—Guidance on designing development to protect koalas is included in the Biodiversity areas planning scheme policy. AO8.2 Development incorporates infrastructure solutions which facilitate the movement of koalas across a road which dissects bushland within the Koala habitat area sub-category. Note—Guidance on wildlife movement solutions suited to use by koalas is included in the Biodiversity areas planning scheme policy. Note—Further guidance on wildlife movement solutions is included in the Infrastructure design planning scheme policy.	AO8.1-AO8.2 - Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F .
If a site is wholly or partly located in the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, other than for a dwelling house		
PO9 Development which has or is likely to have a significant residual impact on a matter of State environmental significance or a matter of local environmental significance, after all reasonable on-site mitigation measures have been or will be undertaken, provides an environmental offset. Note— Environmental offsets are provided in compliance with the Queensland environmental offsets framework and the Offsets planning scheme policy.	AO9 No acceptable outcomes is prescribed.	PO9 – Please refer to Ecological Assessment prepared by S5 Consulting enclosed as Attachment F .

BUSHFIRE OVERLAY CODE

A Bushfire Hazard Assessment Report will be provided under separate cover.

FLOOD OVERLAY CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a dwelling house including any secondary dwelling Note—Development for a dwelling house does not require assessment against any other sections of this code.		
PO1 Development involving any habitable or non-habitable part of a dwelling house, including any secondary dwelling, is located and designed to: c. minimise the risk to people from flood hazard; d. achieve acceptable flood immunity; e. minimise property impacts from a flood event up to and including the defined flood event; f. minimise disruption to residents, recovery time and rebuilding or restoration costs after a flood event up to and including the defined flood event.	AO1.1 Development for a dwelling house including any secondary dwelling: c. is not located in the Brisbane River flood planning area 1, 2a or 2b sub-categories or the Creek/waterway flood planning area 1 or 2 sub-categories; or d. is only located in these sub-categories, if a Registered Professional Engineer Queensland certifies that the dwelling house and any secondary dwelling are structurally designed to be able to resist hydrostatic and hydrodynamic loads associated with flooding up to and including the defined flood event. AO1.2 Development for a dwelling house and any secondary dwelling complies with the minimum flood planning levels in Table 8.2.11.3.B.	AO1.1-AO1.2 – Not Applicable. The proposed development is for Reconfiguration of a Lot.

	Note—If located in an area that has no flood level information available from the Council such as an overland flow path, a Registered Professional Engineer of Queensland with expertise in undertaking flood studies is to certify that the flood level and development levels for the dwelling house and any secondary dwelling achieve the required flood planning levels in Table 8.2.11.3.B. AO1.3 Development involving a building undercroft complies with the minimum clearance requirements in Table 8.2.11.3.E. Editor's note—For creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report. Note—The Flood planning scheme policy provides guidance on undercroft design.	AO1.3 – Not Applicable. The proposed development is for Reconfiguration of a Lot.
PO2 Development within the Creek/waterway flood planning area sub-categories or Overland flow flood planning area sub-category: f. maintains the conveyance of flood waters to allow flow and debris to pass predominantly unimpeded through the site; g. does not concentrate, intensify or divert floodwater onto upstream, downstream or adjacent properties; h. will not result in a material increase in flood levels or flood hazard on upstream, downstream or adjacent properties.	AO2 Development: e. is not located within the Creek/waterway flood planning area 1, 2 or 3 sub-categories or the Overland flow flood planning area sub-category; or f. provides an open undercroft area from natural ground level to habitable floor level for any area inundated by the defined flood event; or Note—This undercroft area is not suitable for providing non-habitable rooms, secure storage of valuables, or future enclosing for storage or car parking. The clear area may include structural elements such as columns and floor substructure. The Flood planning scheme policy provides guidance on undercroft design. Editor's note—An open undercroft design may be achieved through a 'valance' treatment around the perimeter of an otherwise internally clear undercroft.	AO2 – Not Applicable. The proposed development is for Reconfiguration of a Lot.

	Editor's note—For Creek/waterway, storm-tide and river flooding, applicable flood planning information is available from Council's FloodWise Property Report. h. a flood study from a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that the development in the Creek/waterway flood planning area or Overland flow flood planning area sub-categories will not result in a material increase in flood level or flood hazard on upstream, downstream or adjacent properties. Note—Flood studies demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy and ensure that where an undercroft is required to manage flood impacts it complies with Table 8.2.11.3.E.	
Section B—If accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development other than for a dwelling house or reconfiguring a lot Note—If development that is accepted development subject to compliance with identified requirements complies with the acceptable outcomes of this part, no further assessment against this code is required.		
PO3 Development: i. is compatible with flood hazard in a defined flood event; j. minimises the risk to people from flood hazard; k. does not reduce the ability of evacuation resources including emergency services to access and evacuate the site in a flood emergency, with consideration to the scale of the development; l. minimises impacts on property from flooding; m. minimises disruption to residents, business or site operations and recovery time due to flooding; n. minimises the need to rebuild structures after a flood event greater than the defined flood event.	AO3 Development for a material change of use is identified in Table 8.2.11.3.C as compatible with the flood hazard in the relevant flood planning area.	AO3 - Not Applicable. The proposed development is for Reconfiguration of a Lot.

Note—Where Table 8.2.11.3.C identifies that a flood risk assessment is required, compliance with this performance outcome can be achieved by submitting a flood risk assessment, which may be included within a flood study, addressing the criteria within this performance solution. Preparing flood risk assessments and flood studies is required to be in accordance with the Flood planning scheme policy. Note—An emergency management plan prepared in accordance with the Flood planning scheme policy, which sets out procedures for evacuation due to flooding may be used to demonstrate compliance with this performance outcome.		
PO4 Development for a park ensures that the design of a park and location of structures and facilities responds to the flood hazard and balances the safety of intended users with: c. maintaining continuity of operations; d. impacts of flooding on asset life and ongoing maintenance costs; e. efficient recovery after flood events; f. recreational benefits to the city; g. availability of suitable land within the park.	AO4.1 Development involving a building or structure in a park complies with the flood planning levels specified in Table 8.2.11.3.D. AO4.2 Development involving a building or structure in a park where Table 8.2.11.3.D does not apply: d. is not located within the 20% AEP flood extent of any creek/waterway or overland flow path; or e. is located above the 20% AEP flood level of any creek/waterway or overland flow path.	AO4.1-AO4.2 – Not Applicable. The proposed development is for Reconfiguration of a Lot.
Section C—If accepted development subject to compliance with identified requirements (acceptable outcomes only) for a park or assessable development other than for a dwelling house		
PO5 Development is located and designed to: h. minimise the risk to people from flood hazard on the site; i. minimise flood damage to the development and contents of buildings up to the defined flood event; j. provide suitable amenity;	AO5.1 Development complies with the flood planning levels specified in Table 8.2.11.3.D. Note—If located in an area with no Council-derived flood levels such as an overland flow path, a Registered Professional Engineer Queensland with expertise in undertaking flood studies is to derive the applicable flood level and certify that the development meets the required	AO5.1 - Complies with Acceptable Outcome. The existing Council-mapped overland flow path running east–west through the Subject Site will be retained in its entirety as part of proposed Lot 19. No buildings or structures will be permitted within this alignment. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.

k. minimise disruption to residents, recovery time and the need to rebuild structures after a flood event up to and including the defined flood event.	flood planning levels in Table 8.2.11.3.D. The study is to demonstrate that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy. A05.2 Development is: f. not located in the: a. Brisbane River flood planning area 1, 2a, or 2b sub-categories; b. Creek/waterway flood planning area 1 or 2 sub-categories; c. Overland flow flood planning area sub-category; or g. only located in these sub-categories if a Registered Professional Engineer Queensland with expertise in undertaking flood studies certifies that: a. the development design, siting and any mitigation measures will ensure the development is structurally adequate to resist hydrostatic, hydrodynamic and debris impact loads associated with flooding up to the defined flood event; and b. the risk to people is managed to an acceptable level.	PO5.2 - Complies with Performance Outcome The existing Council-mapped overland flow path running east-west through the Subject Site will be retained in its entirety as part of proposed Lot 19. No buildings or structures will be permitted within this alignment. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.
PO6 Development involving essential electrical services or a basement storage area is suitably located and designed to ensure public safety and minimise flood recovery and economic consequences of damage during a flood.	A06.1 Development ensures that: c. all areas containing essential electrical services comply with the flood planning levels in Table 8.2.11.3.D; or d. if a basement contains essential electrical services or a private basement storage area, the basement is a waterproof structure with walls and floors	A06.1 – Please reasonably condition for compliance.

	impermeable to the passage of water with all entry points and services located at or above the relevant flood planning level in Table 8.2.11.3.D. Note—A basement storage area does not include a bike storage room, change room, building maintenance storage and non-critical electrical services. AO6.2 Development involving a basement that relies on a pumping solution to manage floodwater ingress or for dewatering after a flood provides a secondary pump system with a backup power source for the pump.	AO6.2 – Not Applicable. Reconfiguration of a Lot only proposed.
PO7 Development does not directly or indirectly create a material adverse impact on flood behaviour or drainage on properties that are upstream, downstream or adjacent to the development.	AO7.1 Development: d. does not block, or divert floodwaters for any area affected by creek/waterway or overland flow flooding, excluding storm-tide flooding and Brisbane River flooding sources; or e. does not result in a material increase in flood level or hydraulic hazard on upstream, downstream or adjacent properties. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy. AO7.2 Development retains existing overland flow paths and does not rely wholly on piped solutions to manage major flows.	AO7.1-AO7.3 – Comply with Acceptable Outcome. The existing Council-mapped overland flow path running east-west through the Subject Site will be retained in its entirety as part of proposed Lot 19. No buildings or structures will be permitted within this alignment. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.

	AO7.3 Development which creates a new overland flow path or significantly modifies an existing overland flow path via earthworks does not materially worsen hydraulic hazard on the site from existing conditions. Note—Compliance with this acceptable solution can be demonstrated by the submission of a flood study by a Registered Professional Engineer of Queensland with expertise in undertaking flood studies demonstrating that the development and engineering design methods conform to the principles within the Flood planning scheme policy and the Infrastructure design planning scheme policy.	
PO8 Development for filling or excavation in an area affected by creek/waterway flooding does not directly, indirectly or cumulatively cause any material increase in flooding or hydraulic hazard or involve significant redistribution of flood storage from high to lower areas in the floodplain. Note—This can be demonstrated by undertaking earthworks in compliance with the Compensatory earthworks planning scheme policy. Note—This part of the code applies to all development other than a dwelling house and any secondary dwelling which involves filling or excavation, whether or not the development application comprises a separate development application for operational work involving filling or excavation.	AO8 Development ensures that no filling or excavation greater than 100mm is located in the Creek/waterway flood planning area 1, 2 or 3 sub-categories if contained in the 5% AEP flood extent of any Creek/waterway flood planning area sub-category for which no waterway corridor has been mapped in the Waterway corridors overlay.	AO8 – Not Applicable. The Subject Site is <u>not</u> located within the Creek/Waterway flood planning area sub-categories.
PO9 Development ensures that the building and site design: g. maintains the conveyance capacity of existing overland flow paths and creek/waterways; h. ensures floodwaters and flood debris can pass predominantly unimpeded under a structure or	AO9.1 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub-category: h. complies with the minimum building undercroft clearance requirements in Table 8.2.11.3.E;	AO9.1-AO9.2 – Not Applicable. Reconfiguration of a Lot only proposed.

building to minimise property or building damage, including for a flood larger than the defined flood event; i. mitigates flood impacts by ensuring that filling, excavation and location of services are designed to allow for the conveyance of floodwater across the site. Note—The Flood planning scheme policy provides guidance on relevant considerations in determining minimum undercroft clearances and treatment of ground level in undercroft areas where floodwater conveyance is required underneath development.	i. not located directly above any part of a waterway corridor as mapped in the Waterway corridors overlay. AO9.2 Development involving a building undercroft in the Creek/waterway flood planning area sub-categories or the Overland flow flood planning area sub category: e. has a ground level within the undercroft area that is free draining; f. does not involve excavation below ground level of more than 300mm within the undercroft area.	
PO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses optimises vehicular access and efficient evacuation from the development to parts of the road network unaffected by flood hazard, in order to: a. protect safety of users and emergency services personnel; b. support efficient emergency services access and site evacuation with consideration to the scale of development. Note—A flood risk assessment may be required to address the performance outcomes or acceptable solutions which deal with evacuation and isolation arrangements, and the ability to take refuge. The Flood planning scheme policy provides information for undertaking flood risk assessments.	AO10 Development for vulnerable uses, difficult to evacuate uses or assembly uses: a. is not isolated in any event up to the relevant flood planning level specified in Table 8.2.11.3.L and Table 8.2.11.3.D; or b. has direct vehicle access to a critical route or interim critical route in the Critical infrastructure and movement network overlay for evacuation in a flood; or c. can achieve vehicular evacuation to a suitable flood-free location. Note—A suitable flood-free location is of a size and nature sufficient to provide for the size and characteristics of the population likely to need evacuation to that area.	AO10 – Not Applicable. The proposed development is <u>not</u> for vulnerable use.
PO11 Development has access which, having regard to hydraulic hazard, provides for safe vehicular and pedestrian movement and emergency services access to adjoining roads.	AO11.1 Development provides an access or driveway into the site which is: a. trafficable during the defined flood event; b. not located in the Creek/waterway flood planning area 1 sub-category;	AO11.1- Please reasonably condition for compliance.

	c. not located in the Overland flow flood planning area sub-category if the hydraulic hazard is unsafe in the defined flood event; d. the access or driveway is not inundated by a 10% AEP flood. AO11.2 Development located in the Creek/waterway flood planning area 1, 2, 3 or 4 sub-categories locates any disabled access in the highest part of the site. Note—explanation of hydraulic hazard provided in the Flood planning scheme policy.	AO11.2 – Not Applicable. The Subject Site is <u>not</u> located in the Creek/waterway flood planning area sub-categories.
PO12 Development involving a new road, a bridge or culvert is designed to minimise impacts to flood behaviour, minimise disruption to traffic during a flood and allow for emergency access.	AO12 Development involving a new road complies with the flood planning levels in Table 8.2.11.3.F.	AO12 – Please reasonably condition for compliance.
PO13 Development for pedestrian and cyclist paths: a. provides a suitable level of trafficability; b. manages the impacts of flooding on asset life and ongoing maintenance costs; c. balances route availability with recreational and transport connectivity benefits to the city.	AO13.1 Development for cyclist and pedestrian facilities other than on public roads, including those traversing through a park and adjacent to a watercourse and overland flow path, are located above the 39% AEP (2 year ARI) flood immunity from all flooding sources. Note—If the site is subject to more than one type of flooding, the requirement that affords the greatest level of protection will apply. AO13.2 All new on-road cyclist and pedestrian facilities comply with the flood planning levels and trafficability standards for the applicable category of road in Table 8.2.11.3.F or Table 8.2.11.3.K.	AO13.1-AO13.2 – Not Applicable. No cyclist or pedestrian facilities proposed.
PO14 Development which increases the residential population within the Brisbane River flood planning area sub-	AO14 Development in the Brisbane River flood planning area sub-categories in areas where the 1% AEP flood level is greater than 12.8m AHD involving:	AO14 – Not Applicable. The Subject Site is <u>not</u> located in the Brisbane River Flood planning area sub-categories.

categories minimises the risk to people in all flood events with consideration to flood hazard, including warning time.	a. an increase in the number of residential dwellings; or b. additional residential lots is not subject to an unsafe hydraulic hazard in the 0.2% AEP flood event. Note—Explanation of a hydraulic hazard is provided in the Flood planning scheme policy.	
Additional performance outcomes and acceptable outcomes for essential community infrastructure		
PO15 Development involving essential community infrastructure: i. remains functional to serve community need during and immediately after a flood event, or is part of a network that is able to maintain the function of the essential community infrastructure when parts of the development are unable to function during or after a flood; ii. is designed, sited and operated to avoid adverse impacts on the community or the environment due to the impacts of flooding on infrastructure, facilities or access and egress routes; iii. is able to remain functional or is part of a network which is able to remain functional even when other infrastructure or services (such as electricity supply) may be compromised in a flood event; iv. contains mitigation measures which are not entirely dependent on human activation to respond to a flood event. Note—Protection of function is required up to and including the flood event in Table 8.2.11.3.G.	AO15 Development involving essential community infrastructure: a. is ancillary to and not relied upon for the provision of the essential service during a flood; or b. is located above the flood planning levels in Table 8.2.11.3.G; c. has access to or provides the necessary back-up emergency electricity and communications supply in times of flood; d. is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the flood event listed for the development type in Table 8.2.11.3.G; e. that services a local area: a. is able to be accessed in times of flood to service local community needs up to the event listed for that development type in Table 8.2.11.3.G; or b. has a service continuity plan that demonstrates the continued provision of service during the relevant flood event.	AO15 – Not Applicable. Essential Community Infrastructure is <u>not</u> proposed.
Additional performance outcomes and acceptable outcomes if development involves the processes in Table 8.2.11.3.H		
PO16	AO16	AO16 – Not Applicable.

Development involving the storage and handling of hazardous materials avoids or minimises risks to public health and safety and the environment, by: a. protecting underground tanks for hazardous materials against the forces of buoyancy, velocity flow and debris impacts; b. securing above-ground tanks for hazardous materials against flotation and lateral movement; c. preventing damage to hazardous materials pipework or entry of floodwater into hazardous materials pipework; d. preventing damage to or off-site release of packages, drums or containers storing hazardous materials. Note—A chemical hazards flood risk report prepared in accordance with the Management of hazardous chemicals in flood affected areas planning scheme policy can assist in demonstrating achievement of this performance outcome. Note—A pump drainage system is not an acceptable measure to meet the performance outcome.	a. Development does not include the storage or handling of hazardous chemicals that exceed the hazardous chemicals flood hazard threshold quantities in Table 8.2.11.3.M. b. Development involving the processes listed in Table 8.2.11.3.H: i. where located in the Flood overlay area, occurs only in the Creek/waterway flood planning area 5 sub-category or the Brisbane River flood planning area 5 sub-category; or ii. is consistent with the standards contained in the Management of hazardous chemicals in flood affected areas planning scheme policy and can operate without risk of environmental harm during a flood event. Note—The Management of hazardous chemicals in flood affected areas planning scheme policy sets out further information and processes including risk assessment for the management of hazardous chemicals in flood planning areas.	The proposed development is for the Reconfiguration of a Lot.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot		
PO17 Development locates and designs all lots resulting from reconfiguring a lot to: a. minimise the risk to people from flood hazard; b. minimise damage to property from flood hazard; c. facilitate safe and efficient evacuation. Note— a. Consideration of all floods up to the probable maximum flood is relevant to minimising the risk to people.	AO17.1 Development creating new lots is identified in Table 8.2.11.3.I as suitable within the relevant flood planning area. AO17.2 Development provides for reconfiguring a lot design that achieves a road and lot layout which: a. provides trafficable vehicular egress for evacuation during a defined flood event; b. optimises hazard-free movement away from sources of flood hazard within the development.	AO17.1-AO17.3 – Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.

b. Flood warning time is not considered sufficient in the Creek/waterway planning area sub-categories or the Overland flow flood planning area sub-category. c. Filling above the flood planning level for a flood event greater than the defined flood event cannot be assumed to mitigate the flood hazard.	Note—Further advice on road and lot layout is contained in the Flood planning scheme policy. AO17.3 Development which creates a new residential lot in an area subject to Brisbane River flooding, if the 1% AEP flood level is greater than 12.8m AHD is not subject to a hydraulic hazard greater than 0.6m²/s DV or 0.6m deep in a 0.2% AEP flood. Note—Refer to the Flood planning scheme policy for further explanation on the 0.2% AEP flood.	
PO18 Development involving reconfiguring a lot: a. minimises the risk to people from flood hazard; b. creates safe evacuation routes or avoids isolation of the development during a flood greater than the defined flood event; c. minimises damage to property and services; d. provides lots and roads that are not frequently flooded or subject to nuisance ponding or seepage; e. ensures lots created for park or private open space minimise the risk to people from flood hazard and are fit for purpose; f. provides a lot that is not substantially burdened by flood mitigation infrastructure.	AO18.1 Development involving reconfiguring a lot ensures: a. all lots comply with the flood planning levels in Table 8.2.11.3.J; b. a new road complies with the flood planning levels in Table 8.2.11.3.F. AO18.2 Development involving reconfiguring a lot creating more than 6 residential lots or a lot for industry ensures the flood planning levels of a dedicated road fronting the development or providing primary access within 200m of the development: a. complies with Table 8.2.11.3.K; or b. has acceptable trafficability in accordance with the requirements in the Flood planning scheme policy and the Queensland Urban Drainage Manual. Note—The Flood planning scheme policy contains supporting information about trafficability on existing roads and serviceability during floods. AO18.3 Development protects the conveyance of flood hazard area by providing an easement over the: a. 2% AEP flood extent for overland flow flooding;	AO18.1-AO18.3 - Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D.



	b. 1% AEP flood extent for creek/waterway flooding.	
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ROAD HIERARCHY OVERLAY CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—If for self-assessable or assessable development for a material change of use		
PO1 Development ensures that: (a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of: (i) the road hierarchy shown on the Road hierarchy overlay map; (ii) public transport operations; (iii) pedestrian and cyclist movement; (b) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	AO1.1 Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential. AO1.2 Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map. AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage. AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only. AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	AO1.1-AO1.5 – Not Applicable. A Material Change of use is <u>not</u> proposed.

Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency, function, convenience of use or capacity of the operation of the existing and future road hierarchy, and addresses all the impacts on the road hierarchy.	AO2.1 Development ensures that the traffic generated by the development is consistent with the adjoining road's hierarchical classification, function and expected traffic flows. AO2.2 Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection. <i>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.</i>	AO2.1-AO2.2 – Not Applicable. A Material Change of use is <u>not</u> proposed.
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for future extension, expansion and widening of the existing and future road hierarchy where required.	AO3 No acceptable outcome is prescribed.	PO3 - Complies with Performance Outcome. The development makes provisions for future extension, expansion and widening of the existing and future road hierarchy where required.
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.	AO4 Development protects a planned infrastructure corridor identified on an Infrastructure corridor plan in accordance with the Infrastructure design planning scheme policy.	AO4 – Not Applicable. There is no planned infrastructure corridor identified on an Infrastructure Corridor Plan which affects the Subject Site.

Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection into the road hierarchy provides: (a) safe, efficient and convenient external connectivity of the new movement system to the major road network; (b) a minimum number of intersections to the major road network.	AO5 Development provides access to an appropriate road within the road hierarchy for the area and the extended road system meets the objectives of the wider road hierarchy and neighbourhood accessibility.	AO5 - Complies with Acceptable Outcome. Each proposed lot will achieve vehicle access to either Dakar Road or Busby Street. This is considered a minor road in accordance with the <i>TAPS PSP/road hierarchy</i> of the area. Please refer to the Subdivision Proposal Plan enclosed as Attachment D
PO6 Development ensures that an extension of or change to the road hierarchy: (a) provides internal connectivity of the movement system to the neighbourhood; (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 in the road hierarchy that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to higher order roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on neighbourhood roads; (g) provides low permeability of street layout to positively discourage through traffic while achieving high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) addresses all the impacts on the road hierarchy.	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its classification in the road hierarchy and the standards in the Infrastructure design planning scheme policy. AO6.2 Development mitigates any impact on the road network. <i>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).</i>	AO6.1 – Please reasonably condition for compliance. AO6.2 – Complies with Acceptable Outcome. The proposal is unlikely to have any impact on the existing road network.

PO7 Development ensures that premises and vehicle access is 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 its 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.	A07 - Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D .
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.	A08 – Not Applicable. No intersection is required to facilitate this development.

STREETSCAPE HIERARCHY OVERLAY CODE

Criteria for self-assessable and assessable development

PERFORMANCE OUTCOMES		ACCEPTABLE OUTCOMES	COMPLIANCE
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development			
PO1 Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1 Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO1 - Complies with Acceptable Outcome. The existing verge width is to be maintained. Further compliance can be appropriately conditioned.	
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1 Development ensures that existing street trees are retained and protected. AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	AO2.1-AO2.2 – Not Applicable. No existing street trees identified at the Subject Site.	
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: a. facilitates a high level of pedestrian movement and activity;	AO3.1 Development ensures that a corner land dedication is provided: a. where identified in the Streetscape hierarchy overlay map; b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice	AO3.1- Complies with Acceptable Outcome. Please refer to the Subdivision Proposal Plan prepared by AJS Surveys enclosed as Attachment D . A corner road truncation has been provided at the intersection of Dakar Road and Busby Street.	

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.	standards in the Infrastructure design planning scheme policy. AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy. AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	AO3.2-AO3.3 - Not Applicable. Reconfiguration of a Lot proposed.
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4 Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.	AO4 – Not Applicable. The Subject Site is <u>not</u> in or adjoining the wildlife movement solution sub-category.

Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.

PRESCRIBED SECONDARY CODES

CODE	COMPLIANCE
FILLING AND EXCAVATION CODE	Please refer to the Engineering Civil Design Drawings prepared by Urban Engineering Solutions Pty Ltd enclosed as Attachment E .
INFRASTRUCTURE DESIGN CODE	Please refer to the Engineering Civil Design Drawings prepared by Urban Engineering Solutions Pty Ltd enclosed as Attachment E. The implementation of all services can be appropriately conditioned by the Council as part of an issued Decision Notice.
STORMWATER CODE	Please refer to the Engineering Civil Design Drawings prepared by Urban Engineering Solutions Pty Ltd enclosed as Attachment E .
TRANSPORT, ACCESS, PARKING AND SERVICING CODE	The proposed vehicular access arrangements have been reviewed against the requirements of Council's <i>TAPS Policy</i> .



WASTEWATER CODE	The existing wastewater disposal system currently on site is sufficient for the proposed development and complies with the relevant requirements of the Environmental Protection Policy (Water) 2009, the AS/NZS 1547:2012 On-site domestic wastewater management, the Plumbing and Drainage Act 2002 and the Queensland plumbing and wastewater code. Reasonable and relevant conditions of approval can be included in the development permit to further comply with Wastewater Code.
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