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APPENDIX 1 – CODE ASSESSMENT

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Low Density Residential Zone Code

(1) The purpose of the low density residential zone is to provide for: (a) a variety of low density dwelling types, including dwelling houses; and (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.	
(2) The purpose of the zone will be achieved through overall outcomes for: (a) zone role; (b) development location and uses; (c) development form.	
(3) Zone role overall outcomes are: (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices; (ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.	
(4) Development location and uses overall outcomes are:	Response
(a) Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.	Complies. The proposed lots contain an appropriate area and dimension to accommodate the exiting and future detached houses in keeping with that intended for the zone and locality.
(b) Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.	Not Applicable. The proposed development provides for a 1 into 2 Lot subdivision to accommodate future dwelling houses. As such, the proposal does not provide for other housing types
(c) Development maintains a low density character in which multiple dwellings are not accommodated.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide a multiple dwelling.
(d) Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.

remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.	
(e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.
(f) Development for a dwelling unit may occur as part of a non-residential use.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.
(g) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	Complies. The proposed subdivision will provide a high level of comfort, quiet, privacy and safety for the future residential development, which is in keeping with the expected development form of the Low Density Residential Zone.
(h) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	Not Applicable. The subject site does not contain a commercial character building.
(i) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial character building overlay is to: (i) have a gross floor area of less than 250m²; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a non-residential use.

(j) Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a home-based business.
(k) Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a non-residential use.
(l) Development for rooming accommodation accommodates five persons or less.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a rooming accommodation use.
(5) Development form overall outcomes are:	
(a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.	Complies. The proposed subdivision will provide lots sizes, which can accommodate future dwellings over the site that are of an appropriate form, scale and reflect the existing low density buildings in the street and surrounding area.
(b) Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.	Complies. The proposed subdivision will provide lots that can accommodate dwelling houses that are of a bulk, scale and form, which are compatible and consistent with the zoning.
(c) Development for a dwelling house occurs on appropriately sized and configured lots, and: (i) where not on a rear lot, has a minimum lot size of 400m²; (ii) where on a rear lot, has a minimum lot size of 600m²; (iii) maintains a block pattern that accommodates traditional backyards and large trees.	Performance Outcome. The proposed subdivision results in a rear lot having an area of 545m², in lieu of the prescribed minimum lot size of 600m². Whilst the proposed lot represents a minor shortfall of 55m², it is considered that the resulting lot size and configuration remain appropriate and consistent with the intent of the Low Density Residential Zone. Importantly, the proposed rear lot maintains a functional and useable configuration that is capable of accommodating a future Dwelling House. With the exception of the minimum lot size, the proposed lot achieves the relevant dimensional requirements, including the minimum rectangle dimensions prescribed by Table 9.4.10.3.B. This demonstrates that the proposed lot is not constrained by its reduced area and can accommodate future residential development consistent with the relevant provisions of the Dwelling House

	Code, including appropriate building setbacks, private open space, landscaping and vehicle access
(d)Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision, which is in keeping with the intent of the Low Density Residential Zone.
(e) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: (i) provides safety from fire hazards; (ii) maximises the retention of backyard spaces as private landscaped space; (iii) avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision, which is in keeping with the intent of the Low Density Residential Zone.
(f) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies. The proposed development suitably responds to all land constraints.

Bracken Ridge and District Neighbourhood Plan Code

Table 7.2.2.3.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned with community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.	**AO1** Development complies with the number of storeys, building height and gross floor area in Table 7.2.2.3.3.B Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	**Not Applicable** The proposed development is for the Reconfiguration of a Lot.

Performance outcomes	Acceptable outcomes	Response
Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		
If in the Bald Hills village centre precinct (Bracken Ridge and district neighbourhood plan/NPP-006)		
Not Applicable – The application site is not located within any precinct.		
If in the Carseldine residential precinct (Bracken Ridge and district neighbourhood plan/NPP-001), Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002), West Aspley residential precinct (Bracken Ridge and district neighbourhood plan/NPP-003), Bracken Ridge east precinct (Bracken Ridge and district neighbourhood plan/NPP-005), Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011) or the North Bracken Ridge precinct (Bracken Ridge and district neighbourhood plan/NPP-012)		
Not Applicable – The application site is not located within any precinct.		
If in the Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002) where: **a. in the Emerging community zone;** **b. for a multiple dwelling;** **c. on a site 15,000m² or greater in area.**		
Not Applicable – The application site is not located within any precinct.		
If in the Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011), where in the Sport and recreation zone and for indoor sport and recreation		
Not Applicable – The application site is not located within any precinct.		
If in the Relocatable home parks precinct (Bracken Ridge and district neighbourhood plan/NPP-004), where involving the removal of a relocatable home and on a site indicated in Figure a, Figure c and Figure f		

Performance outcomes	Acceptable outcomes	Response
Not Applicable – The application site is not located within any precinct.		

Subdivision Code

Table 9.4.10.3.A – Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	**AO1.1** Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	**Performance Outcome** The proposed subdivision results in a rear lot having an area of 545m², in lieu of the prescribed minimum lot size of 600m². Whilst the proposed lot represents a minor shortfall of 55m², it is considered that the resulting lot size and configuration remain appropriate and consistent with the intent of the Low Density Residential Zone. Importantly, the proposed rear lot maintains a functional and useable configuration that is capable of accommodating a future Dwelling House. With the exception of the minimum lot size, the proposed lot achieves the relevant dimensional requirements, including the minimum rectangle dimensions prescribed by Table 9.4.10.3.B. This demonstrates that the proposed lot is not constrained by its reduced area and can accommodate future residential development consistent with the relevant provisions of the Dwelling House Code, including appropriate building setbacks, private open space, landscaping and vehicle access. Furthermore, the surrounding locality is characterised by a varied pattern of lot sizes, shapes and configurations, rather than a uniform subdivision pattern. Accordingly, the proposed rear lot, despite its minor shortfall in area, will not visually disrupt the established rhythm or pattern of development along Balcara Avenue or within the wider locality. In particular,

Performance outcomes	Acceptable outcomes	Response
		the rear lot arrangement ensures that the reduced lot size will have limited visibility from the streetscape and will not detract from the established residential character of the area. It is also considered that the minor protrusion associated with the proposed lot configuration will not result in an irregular or impractical allotment, nor will it adversely impact the development potential or amenity of adjoining properties. Rather, the proposed configuration represents an efficient use of residential land while maintaining sufficient dimensions to accommodate an anticipated residential use. Overall, the proposed 545m² rear lot is considered to achieve the intent of PO1 of the Subdivision Code, notwithstanding the numerical shortfall in lot area. The proposal maintains a functional lot configuration, accommodates future residential development, responds appropriately to the established subdivision pattern and will not introduce any unreasonable impacts on the character or amenity of the locality. Accordingly, strict compliance with the 600m² minimum lot size is not considered necessary to achieve an appropriate planning outcome in this instance.
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	Not Applicable A building envelope plan or development footprint plan is not required.

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

Performance outcomes	Acceptable outcomes	Response
	the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: ▪ physical inspection is undertaken at the framing stage of construction; ▪ written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; ▪ other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements.	Complies No significant cut, filling or excavation is proposed.

Performance outcomes	Acceptable outcomes	Response
utility of existing or proposed transport network elements.	Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	Complies Each lot meets the maximum average slope requirements of this outcome.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	Complies Each of the proposed lots can contain the minimum rectangular dimension as outlined in Table 9.4.10.3.B. The slope of the new lots will be less than 1 in 5.
	AO2.4	Not Applicable

Performance outcomes	Acceptable outcomes	Response
	Development does not involve the creation of canals or artificial waterways.	The proposed development does not involve the creation of canals or artificial waterways.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises;	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Not Applicable No new roads are proposed as part of this development.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development will gain access in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.
	AO3.3 Development provides each lot with access to a public road other than a major road, that is:	Complies Each lot will gain direct access to a minor road.

Performance outcomes	Acceptable outcomes	Response
g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations:	Complies The proposed access is considered to be safe and convenient with appropriate sight distances.

Performance outcomes	Acceptable outcomes	Response
	a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	Complies Each lot will gain access in accordance with the Transport, access, parking and servicing planning scheme policy. Earthworks are not required to enable vehicular access.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan;	Complies No land dedication requirements have been identified. The proposal will provide service connections in accordance with Council's requirements.

Performance outcomes	Acceptable outcomes	Response
	f. codes and planning scheme policies that apply to the site.	
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	Complies The proposed development will be provided with an appropriate stormwater system compliant with the Stormwater code. The existing network has capacity to service a development of this scale.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	Not Applicable A corner truncation is not required.

Performance outcomes	Acceptable outcomes	Response
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: ▪ contaminated land; ▪ transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	Complies Development provides allotments at a density, location and arrangement that is in keeping with the evolving urban form of Carseldine, by providing what can be considered infill development on the site within the surrounding area, the development avoids hazards and sources of potential hazards.

Performance outcomes	Acceptable outcomes	Response
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
Not Applicable - The proposal does not involve any of the above.		
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		
Not Applicable - The proposal does not involve any of the above.		
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
Not Applicable - The proposal does not involve any of the above.		
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or		

Performance outcomes	Acceptable outcomes	Response
b. with a frontage width of less than 10m.		
Not Applicable - The proposed development does involve small lots.		
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
Not Applicable - The proposal involves the creation of freehold lots.		
If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997* Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
Not Applicable - The proposal involves the creation of freehold lots.		

Bicycle Network Overlay Code

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO1** Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	**Complies** The proposed development does not negatively impact the existing cycle routes adjacent to the site.
PO1A Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan.	**AO1A** Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: (a) for long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;	**Complies** The proposed development will ensure that cycle routes are protected as shown on the Bicycle Network Overlay Mapping.

Performance outcomes	Acceptable outcomes	Response
(c) the provision of long term, existing and planned infrastructure for the bicycle network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	
PO1B Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the bicycle network which is made necessary by	AO1B No acceptable outcome is prescribed.	Not Applicable The proposed development is not required to provide trunk infrastructure.

Performance outcomes	Acceptable outcomes	Response
development that is not assumed future urban development; (iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
Not Applicable - The subject site is not adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.		

A Community Purposes Network Overlay Code

Table 8.2.8.A.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facility (f) es in nearby parks.	**AO1** Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the	AO2 No acceptable outcome is prescribed.	Not Applicable The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not Applicable The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that	**AO4** Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not identified as requiring community infrastructure items as described by the LGIP.

Performance outcomes	Acceptable outcomes	Response
are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban	AO5 No acceptable outcome is prescribed.	Not Applicable The subject site is not identified as requiring community infrastructure items as described by the LGIP.

Performance outcomes	Acceptable outcomes	Response
development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	Not Applicable The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network.

Performance outcomes	Acceptable outcomes	Response
(ii) future urban development in the planning scheme areas; or (iii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		

Road Hierarchy Overlay Code

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
Not Applicable – The proposed development is not accepted development or for a material change of use.		
Section B—If for assessable development for a material change of use		
Not Applicable – The proposed development is not for a material change of use.		
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	**Complies** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local	**AO3A** No acceptable outcome is prescribed.	**Complies** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.

Performance outcomes	Acceptable outcomes	Response
government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy	AO4	Not Applicable The site is not located adjacent to a planned infrastructure corridor.

Performance outcomes	Acceptable outcomes	Response
overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides:	AO5 Development provides access to the road network in a manner that preserves the	Complies The proposed subdivision will provide compliant access in accordance with the Transport, Access, Parking and Servicing

Performance outcomes	Acceptable outcomes	Response
(a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	function of the road hierarchy and addresses all impacts to the road network.	Planning Scheme Policy. The function of the existing road hierarchy will be preserved.
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve a new road or upgrade to a road.
	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	Complies The proposed subdivision will preserve the function of the existing road hierarchy.

Performance outcomes	Acceptable outcomes	Response
(f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.		
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Complies Each lot will gain direct access to a minor road.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not propose a new intersection.

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A – Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
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.	**Performance Outcome** The verge requirements are identified as a Neighbourhood Street Minor on the Streetscape Hierarchy Overlay. It is noted that the existing verge is 3.50m. The proposal can provide a 3.75m verge in accordance with the verge widths prescribed in Table 8.2.20.3.B of the Streetscape Hierarchy Overlay Code. This can be 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.	**Complies** The proposal will not result in the removal of street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development does not include street tree planting, furniture, paving, lighting or verge and kerb treatment, given the scale of the development.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the	**AO3.1** Development ensures that a corner land dedication is provided:	**Not Applicable** The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication.

Performance outcomes	Acceptable outcomes	Response
Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	(a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	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.	Not Applicable The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication, that incorporates landscaping with a feature tree and seating.
	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.	Not Applicable The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication that incorporates public art.
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe	AO4 Development ensures that infrastructure solutions are:	Not Applicable The subject site is not within nor adjoins the Wildlife movement solution sub-category.

Performance outcomes	Acceptable outcomes	Response
wildlife movement across and past transport infrastructure.	(a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	

Filling and Excavation Code

Table 9.4.3.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: (a) 2.5m in a zone in the Industry zones category; (b) 1m in all other zones, or if adjoining a sensitive zone.	**Complies** Any proposed retaining walls will not exceed 1m.
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (i) the retaining wall at the property boundary is no greater than 1m above the ground level; (ii) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (iii) the distance between each successive retaining wall (back of lower wall to face of higher wall) is	**Not Applicable** Any proposed retaining walls will not exceed 1m.

Performance outcomes	Acceptable outcomes	Response
	no less than 1m horizontally to incorporate planting areas.	
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	Not Applicable Any proposed retaining walls will not exceed 1m.
	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	Complies Any proposed retaining walls will be maintenance free if it is setback less than 750mm from the boundary.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy .	Complies No filling is proposed as part of this development, however in the event fill is required, only clean fill will be used.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy;	Not Applicable No rock anchor is proposed as part of this development.

Performance outcomes	Acceptable outcomes	Response
	(b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	Complies All existing services are to be protected during construction. Any relocation or repair works required will be undertaken at the developer's expense to the applicable service authority requirements.
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies All works are proposed to be undertaken in accordance with the Infrastructure Design Planning Scheme Policy. All drainage will ultimately be directed to the kerb and channel as the proposed lawful point of discharge in accordance with the infrastructure design planning scheme policy.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of	AO6 Filling or excavation does not involve the construction of open drainage.	Not Applicable No open drainage will result as part of this development.

Performance outcomes	Acceptable outcomes	Response
a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.		
PO7 Development for filling or excavation: (a) does not degrade water quality or adversely affect environmental values in receiving waters; (b) ensures site sediment and erosion control standards are best practice.	AO7.1 Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	Not Applicable No significant filling or excavation is proposed.
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies The construction issue drawings will detail the Erosion and Sediment Control plans in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Complies Dust emissions will be managed during construction and maintained with the site.
	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies Any works will be undertaken only during permitted hours.

Performance outcomes	Acceptable outcomes	Response
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Complies Vibration generated by construction is to be managed on site and comply with the vibration criteria.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	AO10 Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks; (b) use a major road to access the site; (c) only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	Complies Construction traffic will use a major road and minor roads only for the shortest-most-direct route to the site. Hauling where required will only occur for a maximum of 3 weeks.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11 Development does not involve: (a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;	Not Applicable The site has not been occupied by a notifiable activity or listed on the environmental management register or contaminated land register. No contaminant material will be used for filling.

Performance outcomes	Acceptable outcomes	Response
	(b) filling with material containing a contaminant.	
PO12 Development provides for: (a) landscaping for water conservation purposes; (b) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies Any proposed Landscaping is to be compliant with Council standards and policy.
	AO12.2 Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies Any proposed irrigation system is to be compliant with Council standards and policy.
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Complies Any proposed pavement, turf and mulched garden areas will be drained.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve the creation of canals or artificial waterways.	Not Applicable The proposed development will not involve the creation of canals or artificial waterways.

Infrastructure Design Code

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles; (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape; (h) provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development does not seek to provide public roads nor associated design elements as part of this application.

Performance outcomes	Acceptable outcomes	Response
PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies Any internal road pavement will be designed and constructed in compliance with the Infrastructure design planning scheme policy.
PO3 Development provides a pavement edge which is designed and constructed to: (a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies Any proposed pavement edges will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO4 Development provides verges which are designed and constructed to:	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape	Complies Any upgrade or new verges will be designed in accordance with the Infrastructure Design Planning Scheme. For further

Performance outcomes	Acceptable outcomes	Response
(a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	locality advice standards in the Infrastructure design planning scheme policy.	detail regarding the streetscape locality, please refer to the Streetscape Hierarchy Overlay Code.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve a lane or laneway.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway;	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel;	Complies Where infrastructure within the road corridor is required as part of the development, it will be designed and carried out in accordance with the relevant standards.

Performance outcomes	Acceptable outcomes	Response
(b) an effective, high-quality roadway kerb and channel; (c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment; (e) safe vehicle access to the site that enables ingress and egress in a forward gear; (f) provision of and required alterations to public utilities; (g) effective drainage; (h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway; (g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations; (i) drainage works; (j) installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: (a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Complies Any proposed cycle or walking routes will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

Performance outcomes	Acceptable outcomes	Response
(c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities; (f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Complies The future development will provide refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.	Complies The future development will provide refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. Specifically, the proposed storage and collection of refuse will be designed to ensure it does not have an adverse impact on the amenity of future user groups or adjoining development.

Performance outcomes	Acceptable outcomes	Response
	Note—Refer to the Refuse planning scheme policy for further guidance.	
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; (b) the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.	Complies The proposal ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	Complies The proposal ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	Complies Any proposed public utilities or street lighting is designed in accordance with the relevant requirements and minimises impacts to the natural environment.

Performance outcomes	Acceptable outcomes	Response
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	Complies Any proposed lighting or utility services will be co-located where possible.
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	Complies Any proposed public utilities or lighting will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; (c) gas service where practicable.	Complies The proposal will provide the development with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; and (c) gas service where practicable.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or	Complies The proposed development will be provided with suitable connection to telecommunication services.

Performance outcomes	Acceptable outcomes	Response
	(b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed: (i) as an integrated part of the project design; (ii) as conceptually relevant to the context of the location; (iii) to reflect and respond to the cultural values of the community; (iv) to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve the provision of public art.

Performance outcomes	Acceptable outcomes	Response
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not Applicable The proposal does not involve public signage.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve community facilities.
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be: (i) safe;	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve public toilets.

Performance outcomes	Acceptable outcomes	Response
(ii) durable; (iii) resistant to vandalism; (iv) able to service expected demand; (v) fit for purpose.		
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not provide bridges, tunnels, elevated structures and water access structures.
PO18 Development provides culverts which are designed and constructed using proven	AO18 Development that provides culverts is designed and constructed in compliance with	Complies

Performance outcomes	Acceptable outcomes	Response
methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services; (h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	the structures standards in the Infrastructure design planning scheme policy.	Any culverts will be designed in accordance with the standards in the Infrastructure design planning scheme policy.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area;	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Complies The proposal will ensure that the retaining walls will be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.

Performance outcomes	Acceptable outcomes	Response
(c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.		
If for development with a gross floor area greater than 1,000m²		
Not Applicable - The proposal does not involve a development with a gross floor greater than 1,000m².		
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
Not Applicable - The proposed does not involve access via a common private title.		
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
Not Applicable - The proposal does not involve a development for major electricity infrastructure nor bulk water supply infrastructure.		
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
Not Applicable - The proposed development will not impact upon major electricity infrastructure nor bulk water supply infrastructure.		

Stormwater Code

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: (a) minimise flooding; (b) protect environmental values of receiving waters; (c) maximise the use of water sensitive urban design; (d) minimise safety risk to all persons; (e) maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	**AO1** Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	**Complies** It is proposed that stormwater from the new subdivided lots can be individually discharged to the kerb and channel of Balcara Avenue, in compliance with the Infrastructure design planning scheme policy.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage	**AO2.1** Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	**Complies** The proposal has been designed to ensure that stormwater is be handled in a way that does not significantly impact upon downstream or upstream development.

Performance outcomes	Acceptable outcomes	Response
characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Complies The development will ensure that the location of stormwater drainage system is contained in an appropriate location.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal will ensure that stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal provides a lawful point of discharge for stormwater in compliance with the Infrastructure design planning scheme policy.
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Not Applicable No existing or proposed council stormwater infrastructure is located within the site.
PO4 Development provides a stormwater management system which has sufficient	AO4.1 Development provides a stormwater conveyance system which is designed to safely	Complies The proposed design provides a stormwater conveyance system to safely convey flows in accordance with the Infrastructure design planning scheme policy.

Performance outcomes	Acceptable outcomes	Response
capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Complies The development site has sufficient area to accommodate the stormwater conveyance system.
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	AO5 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not Applicable The proposal does not include these works, given its location in an urban area.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: (a) minimises risk to people and property; (b) provides for safe access and maintenance; (c) minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: (a) outside of a waterway corridor; (b) offline to any catchment not contained within the development.	Not Applicable The proposal does not include stormwater detention or water quality treatment.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not include stormwater detention or water quality treatment.

Performance outcomes	Acceptable outcomes	Response
PO7 Development is designed, including any car parking areas and channel works to: (a) reduce property damage; (b) provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	Complies The site is capable of meeting the minimum flood immunity levels.
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal ensures that safe pedestrian and vehicle access is provided in accordance with the standards in the Infrastructure design planning scheme policy.
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	Complies The proposal ensures that natural waterway corridors and drainage paths are retained.
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	Not Applicable The site is not subject to stormwater channels or creeks.

Performance outcomes	Acceptable outcomes	Response
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The site is not subject to waterways, creeks, wetlands or overland flow paths.
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The site is not subject to waterways, creeks, wetlands or overland flow paths.
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	Complies Run off will be managed and re-used where possible.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	Complies The site provides for a suitable stormwater management system.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment	Not Applicable The site is not required to provide a lawful point of discharge for the up-slope catchment (upstream connection), given that there are no upstream/downstream properties.

Performance outcomes	Acceptable outcomes	Response
(a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future up-slope development; (c) implication for adjacent and down-slope development.	conditions that is directed to a lawful point of discharge.	It is requested that this is not condition on the proposal, given it is not reasonable or relevant
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	Complies The site provides for a suitable stormwater management system.
PO12 Development provides stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) can be safely accessed and maintained cost effectively; (c) ensures no structural damage to existing stormwater infrastructure.	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Complies The stormwater management system has been designed in accordance with the Infrastructure design planning scheme policy.
	AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	Not Applicable The proposal does not involve a manhole and as such this outcome is not applicable.
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:	AO13 No acceptable outcome is prescribed.	Complies The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.

Performance outcomes	Acceptable outcomes	Response
(a) the environmental values and water quality objectives of waters; (b) waterway hydrology; (c) the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.		
PO14 Development ensures that: (a) unnecessary disturbance to soil, waterways or drainage channels is avoided; (b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	Complies The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.
PO15 Development does not increase: (a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; (b) run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	Complies The proposed development is designed to minimise contaminants during a rain event.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: (a) a material change of use for an urban purpose which involves greater than 2,500m^2 of land that: (i) will result in an impervious area greater than 25% of the net developable area; or		

Performance outcomes	Acceptable outcomes	Response
(ii) will result in 6 or more dwellings. (b) reconfiguring a lot for an urban purpose that involves greater than 2,500m^2 of land and will result in 6 or more lots; (c) operational work for an urban purpose which involves disturbing greater than 2,500m^2 of land.		
Not Applicable - The proposed development is not considered to be a 'high-risk' development.		
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: (a) the long term infrastructure for the stormwater network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the stormwater network which: (i) is required to service the development or an existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	**AO18** Development protects stormwater infrastructure in compliance with the following: (a) for long term infrastructure for the stormwater network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; (c) the standards for stormwater drainage in the Infrastructure design planning scheme policy.	**Complies** The proposed development will protect any stormwater infrastructure that is required to service the development.

Performance outcomes	Acceptable outcomes	Response
Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the stormwater network associated with development that is not assumed future urban development	AO19 No acceptable outcome is prescribed.	Not Applicable The subject site is located within an established urban area. As such, no additional trunk infrastructure has been identified to be constructed either through or nearby the site, as per the Local Government Infrastructure Plan.

Performance outcomes	Acceptable outcomes	Response
which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		

Transport, Access, Parking and Servicing Code

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposal complies with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.

Performance outcomes	Acceptable outcomes	Response
guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	AO2 No acceptable outcome is prescribed.	Not Applicable The proposal is not considered a major development.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The site access complies with the standards in the Transport, Access, Parking and Servicing planning scheme policy.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular	Not Applicable The proposed development does not require an easement for vehicle access to the adjoining properties.

Performance outcomes	Acceptable outcomes	Response
	access services more than an individual development or premises.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	Complies The proposed development does not impact the existing walking and cycling routes which are sufficient for pedestrian and cyclist movement.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Not Applicable The proposal is not required to provide any additional walking or cycling routes. The existing walking and cycle routes will be maintained.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	Not Applicable The proposal is not required to provide any additional walking or cycling routes. The existing walking and cycle routes will be maintained.
PO5 Development provides secure and convenient bicycle parking which:	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the	Not Applicable The proposed development is not required to provide on-site bicycle parking spaces. Notwithstanding this, it is anticipated

Performance outcomes	Acceptable outcomes	Response
(a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Transport, access, parking and servicing planning scheme policy.	that on-site bicycle parking will be accommodated within the garages of future dwelling houses.
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the	Not Applicable No end of trip facilities are required for the proposed development.

Performance outcomes	Acceptable outcomes	Response
Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Transport, access, parking and servicing planning scheme policy.	
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Complies Pedestrian and cyclist access to the site will be designed and constructed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Complies Pedestrian and cyclist access to the site will be designed and constructed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not Applicable The proposed development is not a major development.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in	Complies Each lot will gain direct access to a minor road.

Performance outcomes	Acceptable outcomes	Response
and light.	the road area to the lowest order road to which the site has frontage.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development results in suitable sight distances from access points and intersections.
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	Complies The proposed access driveway is designed in accordance with the relevant standard. The access driveway does not compromise any bus stop, taxi rank or pedestrian crossing or refuge.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not Applicable Each lot will gain direct access to a minor road.
PO10 Redevelopment provides for:	AO10 No acceptable outcome is prescribed.	Complies The proposed development will ensure the closure of superseded access driveways and the reinstate of adjacent

Performance outcomes	Acceptable outcomes	Response
(a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.		footpaths after construction. Such an outcome can be conditioned by Council accordingly.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed design results in sight lines have been designed in accordance with the Transport, access, parking and servicing planning scheme policy.
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development does not require any convex mirrors.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards	Not Applicable The site is not located in City core or City frame as identified in Figure a.

Performance outcomes	Acceptable outcomes	Response
private car use and encourage walking, cycling and the use of public transport.	in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Complies The proposal provides enough space to accommodate car parking for the future dwelling house(s), which will comply with the minimum requirements of the Transport, access, parking and servicing planning scheme policy.
PO14 Development ensures that the number of car parking spaces and design of the car	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the	Complies The proposal will provide enough space to accommodate car parking for the future dwelling house(s), which will comply

Performance outcomes	Acceptable outcomes	Response
parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	maximum design peak parking demand for the individual uses at any point in time.	with the maximum design peak demand for the future residential use.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not Applicable The proposal does not involve a mixed use development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	Complies Car parking will be designed in accordance with the Transport, access, parking and servicing planning scheme policy.

Performance outcomes	Acceptable outcomes	Response
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.	Complies The future development will support CPTED through casual surveillance opportunities of common areas and minimises opportunities for graffiti with suitable exterior design.

Performance outcomes	Acceptable outcomes	Response
	Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Complies The future development will support graffiti and vandalism prevention.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
PO19 Development layout provides for services which:	AO19.1 Development ensures that a service bay provided on site:	Not Applicable

Performance outcomes	Acceptable outcomes	Response
(a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	(a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas;	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport,	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.

Performance outcomes	Acceptable outcomes	Response
(b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	access, parking and servicing planning scheme policy.	
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
Not Applicable - The proposed development is not required to be serviced by the abovementioned vehicles.		

Low Density Residential Zone Code

(1) The purpose of the low density residential zone is to provide for: (a) a variety of low density dwelling types, including dwelling houses; and (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.	
(2) The purpose of the zone will be achieved through overall outcomes for: (a) zone role; (b) development location and uses; (c) development form.	
(3) Zone role overall outcomes are: (a) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: (i) Theme 2: Brisbane's outstanding lifestyle, Element 2.1 – Brisbane's identity and Element 2.2 – Brisbane's housing and accommodation choices; (ii) Theme 5: Brisbane's CityShape and Element 5.5 – Brisbane's Suburban Living Areas.	
(4) Development location and uses overall outcomes are:	Response
(a) Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.	Complies. The proposed lots contain an appropriate area and dimension to accommodate the exiting and future detached houses in keeping with that intended for the zone and locality.
(b) Development provides for other housing types at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages.	Not Applicable. The proposed development provides for a 1 into 2 Lot subdivision to accommodate future dwelling houses. As such, the proposal does not provide for other housing types
(c) Development maintains a low density character in which multiple dwellings are not accommodated.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide a multiple dwelling.
(d) Development for other housing types, being a residential care facility or retirement facility together with ancillary convenience activities and allied services (care co-located uses), which provide housing diversity and enable people to	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.

remain within their local neighbourhood throughout their life cycle, may be accommodated at appropriate locations where development meets the bulk and building height requirements of the Retirement and residential care facility code.	
(e) Development for a relocatable home park or tourist park may continue to operate and expand where on an existing site to provide housing diversity.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.
(f) Development for a dwelling unit may occur as part of a non-residential use.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision. As such, the proposal does not provide for other housing types.
(g) Development reflects and supports the high level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a predominantly low density permanent residential environment.	Complies. The proposed subdivision will provide a high level of comfort, quiet, privacy and safety for the future residential development, which is in keeping with the expected development form of the Low Density Residential Zone.
(h) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	Not Applicable. The subject site does not contain a commercial character building.
(i) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit), where not on land within the Commercial character building overlay is to: (i) have a gross floor area of less than 250m²; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a non-residential use.

(j) Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a home-based business.
(k) Development for a non-residential use serves a local community facility need only, such as a childcare centre or a substation, and is of a bulk and scale that is compatible with and integrates with the built form intent for the Low density residential zone	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a non-residential use.
(l) Development for rooming accommodation accommodates five persons or less.	Not Applicable. The proposed development is limited to a 1 into 2 lot subdivision and does not include a rooming accommodation use.
(5) Development form overall outcomes are:	
(a) Development is of a form and scale that reinforces a distinctive subtropical character of low rise, low density buildings set in green landscaped areas.	Complies. The proposed subdivision will provide lots sizes, which can accommodate future dwellings over the site that are of an appropriate form, scale and reflect the existing low density buildings in the street and surrounding area.
(b) Development for a dwelling house is of a height, bulk, scale and form which is compatible with the low density detached housing suburban identity of the Low density residential zone.	Complies. The proposed subdivision will provide lots that can accommodate dwelling houses that are of a bulk, scale and form, which are compatible and consistent with the zoning.
(c) Development for a dwelling house occurs on appropriately sized and configured lots, and: (i) where not on a rear lot, has a minimum lot size of 400m²; (ii) where on a rear lot, has a minimum lot size of 600m²; (iii) maintains a block pattern that accommodates traditional backyards and large trees.	Performance Outcome. The proposed subdivision results in a rear lot having an area of 545m², in lieu of the prescribed minimum lot size of 600m². Whilst the proposed lot represents a minor shortfall of 55m², it is considered that the resulting lot size and configuration remain appropriate and consistent with the intent of the Low Density Residential Zone. Importantly, the proposed rear lot maintains a functional and useable configuration that is capable of accommodating a future Dwelling House. With the exception of the minimum lot size, the proposed lot achieves the relevant dimensional requirements, including the minimum rectangle dimensions prescribed by Table 9.4.10.3.B. This demonstrates that the proposed lot is not constrained by its reduced area and can accommodate future residential development consistent with the relevant provisions of the Dwelling House

	Code, including appropriate building setbacks, private open space, landscaping and vehicle access
(d)Development supports a subtropical character by ensuring that a dwelling house on a small lot is of a size and scale that minimises negative impacts on amenity and private open space of other dwellings by maintaining access to sunlight, daylight and privacy.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision, which is in keeping with the intent of the Low Density Residential Zone.
(e) Development of a dwelling house on a small lot comprising a new premises or an increase in gross floor area of an existing premises is located within a defined building envelope that: (i) provides safety from fire hazards; (ii) maximises the retention of backyard spaces as private landscaped space; (iii) avoids overbearing development involving bulk or setback which is inconsistent with the character of a dwelling house on an adjoining lot.	Not Applicable. The proposed development provides for a 1 into 2 lot subdivision, which is in keeping with the intent of the Low Density Residential Zone.
(f) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	Complies. The proposed development suitably responds to all land constraints.

Bracken Ridge and District Neighbourhood Plan Code

Table 7.2.2.3.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is: (a) consistent with the anticipated density and assumed infrastructure demand; (b) aligned with community expectations about the number of storeys to be built; (c) proportionate to and commensurate with the utility of the site area and frontage width; (d) designed to avoid a significant and undue adverse amenity impact to adjoining development; (e) sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.	**AO1** Development complies with the number of storeys, building height and gross floor area in Table 7.2.2.3.3.B Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.	**Not Applicable** The proposed development is for the Reconfiguration of a Lot.

Performance outcomes	Acceptable outcomes	Response
Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular. Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.		
If in the Bald Hills village centre precinct (Bracken Ridge and district neighbourhood plan/NPP-006)		
Not Applicable – The application site is not located within any precinct.		
If in the Carseldine residential precinct (Bracken Ridge and district neighbourhood plan/NPP-001), Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002), West Aspley residential precinct (Bracken Ridge and district neighbourhood plan/NPP-003), Bracken Ridge east precinct (Bracken Ridge and district neighbourhood plan/NPP-005), Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011) or the North Bracken Ridge precinct (Bracken Ridge and district neighbourhood plan/NPP-012)		
Not Applicable – The application site is not located within any precinct.		
If in the Taigum residential precinct (Bracken Ridge and district neighbourhood plan/NPP-002) where: **a. in the Emerging community zone;** **b. for a multiple dwelling;** **c. on a site 15,000m² or greater in area.**		
Not Applicable – The application site is not located within any precinct.		
If in the Bracken Ridge Road precinct (Bracken Ridge and district neighbourhood plan/NPP-011), where in the Sport and recreation zone and for indoor sport and recreation		
Not Applicable – The application site is not located within any precinct.		
If in the Relocatable home parks precinct (Bracken Ridge and district neighbourhood plan/NPP-004), where involving the removal of a relocatable home and on a site indicated in Figure a, Figure c and Figure f		

Performance outcomes	Acceptable outcomes	Response
Not Applicable – The application site is not located within any precinct.		

Subdivision Code

Table 9.4.10.3.A – Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1 Development results in lots and an arrangement of lots that: a. enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use; b. are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; c. feature a useable shape able to accommodate the minimum rectangle dimension in Table 9.4.10.3.B and anticipated future development; d. complement the streetscape, local context and character for the locality; e. address development constraints.	**AO1.1** Development provides lots with dimensions in compliance with Table 9.4.10.3.B. Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters. Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone. Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed. Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5. Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	**Performance Outcome** The proposed subdivision results in a rear lot having an area of 545m², in lieu of the prescribed minimum lot size of 600m². Whilst the proposed lot represents a minor shortfall of 55m², it is considered that the resulting lot size and configuration remain appropriate and consistent with the intent of the Low Density Residential Zone. Importantly, the proposed rear lot maintains a functional and useable configuration that is capable of accommodating a future Dwelling House. With the exception of the minimum lot size, the proposed lot achieves the relevant dimensional requirements, including the minimum rectangle dimensions prescribed by Table 9.4.10.3.B. This demonstrates that the proposed lot is not constrained by its reduced area and can accommodate future residential development consistent with the relevant provisions of the Dwelling House Code, including appropriate building setbacks, private open space, landscaping and vehicle access. Furthermore, the surrounding locality is characterised by a varied pattern of lot sizes, shapes and configurations, rather than a uniform subdivision pattern. Accordingly, the proposed rear lot, despite its minor shortfall in area, will not visually disrupt the established rhythm or pattern of development along Balcara Avenue or within the wider locality. In particular,

Performance outcomes	Acceptable outcomes	Response
		the rear lot arrangement ensures that the reduced lot size will have limited visibility from the streetscape and will not detract from the established residential character of the area. It is also considered that the minor protrusion associated with the proposed lot configuration will not result in an irregular or impractical allotment, nor will it adversely impact the development potential or amenity of adjoining properties. Rather, the proposed configuration represents an efficient use of residential land while maintaining sufficient dimensions to accommodate an anticipated residential use. Overall, the proposed 545m² rear lot is considered to achieve the intent of PO1 of the Subdivision Code, notwithstanding the numerical shortfall in lot area. The proposal maintains a functional lot configuration, accommodates future residential development, responds appropriately to the established subdivision pattern and will not introduce any unreasonable impacts on the character or amenity of the locality. Accordingly, strict compliance with the 600m² minimum lot size is not considered necessary to achieve an appropriate planning outcome in this instance.
	AO1.2 Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	Not Applicable A building envelope plan or development footprint plan is not required.

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

Performance outcomes	Acceptable outcomes	Response
	the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation. Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located: ▪ physical inspection is undertaken at the framing stage of construction; ▪ written evidence in the form of a plan of subdivision is prepared by a suitably qualified person; ▪ other evidence received and agreed by the Council.	
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal resources and processes where for development of canals and	AO2.1 Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements.	Complies No significant cut, filling or excavation is proposed.

Performance outcomes	Acceptable outcomes	Response
utility of existing or proposed transport network elements.	Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B. Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.	
	AO2.2 Development involving a lot with an area less than 450m^2 is located on a site with a maximum average slope of: a. 1 into 10 on the shortest lot axis; b. 1 into 15 on the longest axis.	Complies Each lot meets the maximum average slope requirements of this outcome.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	Complies Each of the proposed lots can contain the minimum rectangular dimension as outlined in Table 9.4.10.3.B. The slope of the new lots will be less than 1 in 5.
	AO2.4	Not Applicable

Performance outcomes	Acceptable outcomes	Response
	Development does not involve the creation of canals or artificial waterways.	The proposed development does not involve the creation of canals or artificial waterways.
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises;	AO3.1 Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. Editor's note—See Section B for additional requirements where new road is proposed.	Not Applicable No new roads are proposed as part of this development.
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development will gain access in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.
	AO3.3 Development provides each lot with access to a public road other than a major road, that is:	Complies Each lot will gain direct access to a minor road.

Performance outcomes	Acceptable outcomes	Response
g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.	
	AO3.4 Development provides safe sight distances at the following locations:	Complies The proposed access is considered to be safe and convenient with appropriate sight distances.

Performance outcomes	Acceptable outcomes	Response
	a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	
	AO3.5 Development provides grades within a lot that: a. enable vehicular access to be achieved in accordance with the Transport, access, parking and servicing planning scheme policy; b. do not require cut and fill in excess of 1m in height.	Complies Each lot will gain access in accordance with the Transport, access, parking and servicing planning scheme policy. Earthworks are not required to enable vehicular access.
PO4 Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks. Editor's note—See section 128 (Necessary infrastructure conditions) and section 145 (Conditions local government may impose) of the Planning Act 2016.	AO4.1 Development provides land and works for infrastructure and services in compliance with the: a. Local government infrastructure plan; b. standards in the Infrastructure design planning scheme policy; c. Refuse planning scheme policy; d. Transport, access, parking and servicing planning scheme policy; e. Long term infrastructure plan;	Complies No land dedication requirements have been identified. The proposal will provide service connections in accordance with Council's requirements.

Performance outcomes	Acceptable outcomes	Response
	f. codes and planning scheme policies that apply to the site.	
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	Complies The proposed development will be provided with an appropriate stormwater system compliant with the Stormwater code. The existing network has capacity to service a development of this scale.
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	Not Applicable A corner truncation is not required.

Performance outcomes	Acceptable outcomes	Response
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5 Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: ▪ contaminated land; ▪ transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	Complies Development provides allotments at a density, location and arrangement that is in keeping with the evolving urban form of Carseldine, by providing what can be considered infill development on the site within the surrounding area, the development avoids hazards and sources of potential hazards.

Performance outcomes	Acceptable outcomes	Response
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
Not Applicable - The proposal does not involve any of the above.		
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: a. 10 or more lots; or b. road reserve or new road; or c. cycle or pedestrian routes.		
Not Applicable - The proposal does not involve any of the above.		
Section C—Specific performance outcomes and acceptable outcomes applicable to development		
Section C1—Development for reconfiguring a lot involving any of the following: a. a site that is more than 1ha in the Emerging community zone; or b. the number of potential dwellings is 20 or more in the Emerging community zone; or c. a site that is more than 7,000m² in the Low density residential zone; or d. the number of lots is 20 or more; or e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or f. the creation of more than 50% of the lots with an area less than 350m² where not associated with a material change of use or in accordance with an approved building. Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.		
Not Applicable - The proposal does not involve any of the above.		
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or		

Performance outcomes	Acceptable outcomes	Response
b. with a frontage width of less than 10m.		
Not Applicable - The proposed development does involve small lots.		
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
Not Applicable - The subject site is located within the Low Density Residential Zone.		
Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots		
If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land		
Not Applicable - The proposal involves the creation of freehold lots.		
If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997* Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
Not Applicable - The proposal involves the creation of freehold lots.		

Bicycle Network Overlay Code

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
General		
PO1 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO1** Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the Infrastructure design planning scheme policy. Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).	**Complies** The proposed development does not negatively impact the existing cycle routes adjacent to the site.
PO1A Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan.	**AO1A** Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following: (a) for long term infrastructure for the bicycle network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;	**Complies** The proposed development will ensure that cycle routes are protected as shown on the Bicycle Network Overlay Mapping.

Performance outcomes	Acceptable outcomes	Response
(c) the provision of long term, existing and planned infrastructure for the bicycle network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	(c) the standards for the bicycle network in the Infrastructure design planning scheme policy.	
PO1B Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the bicycle network which is made necessary by	AO1B No acceptable outcome is prescribed.	Not Applicable The proposed development is not required to provide trunk infrastructure.

Performance outcomes	Acceptable outcomes	Response
development that is not assumed future urban development; (iii) other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category		
Not Applicable - The subject site is not adjacent to or traversed by the Riverwalk-Typology 1 sub-category or Riverwalk-Typology 2 sub-category.		

A Community Purposes Network Overlay Code

Table 8.2.8.A.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category		
PO1 Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site: (a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, visual, cultural and biodiversity values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of intended users; (e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facility (f) es in nearby parks.	**AO1** Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
PO2 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan: (i) trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the	AO2 No acceptable outcome is prescribed.	Not Applicable The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO3 Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the parks network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	AO3 Development protects a park shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the parks network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan; (c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.	Not Applicable The subject site is not identified as requiring any parks in the Local government infrastructure plan or overlay mapping.

Performance outcomes	Acceptable outcomes	Response
Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category		
PO4 Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site: (a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale; (b) to maximise recreational, social and cultural values; (c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use; (d) to meet the requirements of the intended users; (e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that	**AO4** Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	**Not Applicable** The subject site is not identified as requiring community infrastructure items as described by the LGIP.

Performance outcomes	Acceptable outcomes	Response
are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.		
PO5 Development provides for the payment of additional trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the land for community facilities network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the land for community facilities network associated with development that is not assumed future urban	AO5 No acceptable outcome is prescribed.	Not Applicable The subject site is not identified as requiring community infrastructure items as described by the LGIP.

Performance outcomes	Acceptable outcomes	Response
development which is made necessary by the development. Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
PO6 Development protects land for community facilities shown on the Community purposes network overlay map to ensure the following are not compromised: (a) the long term infrastructure for the land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan; (b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the land for community facilities network which: (i) is required to service the development or existing and	AO6 Development protects land for community facilities network shown on the Community purposes network overlay map in compliance with the following: (a) for long term infrastructure for the land for community facilities network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan; (c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.	Not Applicable The subject site is not identified as requiring community infrastructure items and the proposed development does not impact any community facilities network.

Performance outcomes	Acceptable outcomes	Response
(ii) future urban development in the planning scheme areas; or (iii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		

Road Hierarchy Overlay Code

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use		
Not Applicable – The proposed development is not accepted development or for a material change of use.		
Section B—If for assessable development for a material change of use		
Not Applicable – The proposed development is not for a material change of use.		
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	**Complies** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local	**AO3A** No acceptable outcome is prescribed.	**Complies** The subject site is located within an established urban area. As such, future widening and expansion of the road hierarchy is unlikely to be required.

Performance outcomes	Acceptable outcomes	Response
government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy	**AO4**	**Not Applicable** The site is not located adjacent to a planned infrastructure corridor.

Performance outcomes	Acceptable outcomes	Response
overlay map to ensure the following are not compromised: (a) the long term infrastructure for the road network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the road network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the road network which: (i) is required to service the development or existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following: (a) for the long term infrastructure for the road network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the road network, the Local government infrastructure plan; (c) the standards for the road network in the Infrastructure design planning scheme policy.	
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides:	AO5 Development provides access to the road network in a manner that preserves the	Complies The proposed subdivision will provide compliant access in accordance with the Transport, Access, Parking and Servicing

Performance outcomes	Acceptable outcomes	Response
(a) safe, efficient and convenient connectivity of the new road to the major road network; (b) a minimum number of intersections to the major road network.	function of the road hierarchy and addresses all impacts to the road network.	Planning Scheme Policy. The function of the existing road hierarchy will be preserved.
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network; (b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;	AO6.1 Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve a new road or upgrade to a road.
	AO6.2 Development preserves the function of the road hierarchy and addresses all impacts on the road network. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).	Complies The proposed subdivision will preserve the function of the existing road hierarchy.

Performance outcomes	Acceptable outcomes	Response
(f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.		
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7 Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Complies Each lot will gain direct access to a minor road.
PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8 Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not propose a new intersection.

Streetscape Hierarchy Overlay Code

Table 8.2.20.3.A – Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development		
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.	**Performance Outcome** The verge requirements are identified as a Neighbourhood Street Minor on the Streetscape Hierarchy Overlay. It is noted that the existing verge is 3.50m. The proposal can provide a 3.75m verge in accordance with the verge widths prescribed in Table 8.2.20.3.B of the Streetscape Hierarchy Overlay Code. This can be 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.	**Complies** The proposal will not result in the removal of street trees.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development does not include street tree planting, furniture, paving, lighting or verge and kerb treatment, given the scale of the development.
Section B—If for assessable development		
PO3 Development ensures that the design of a corner land dedication identified on the	**AO3.1** Development ensures that a corner land dedication is provided:	**Not Applicable** The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication.

Performance outcomes	Acceptable outcomes	Response
Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	(a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	
	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.	Not Applicable The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication, that incorporates landscaping with a feature tree and seating.
	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.	Not Applicable The application site is not identified by the Streetscape Hierarchy Overlay Map to provide a corner land dedication that incorporates public art.
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe	AO4 Development ensures that infrastructure solutions are:	Not Applicable The subject site is not within nor adjoins the Wildlife movement solution sub-category.

Performance outcomes	Acceptable outcomes	Response
wildlife movement across and past transport infrastructure.	(a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	

Filling and Excavation Code

Table 9.4.3.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	**AO1** Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: (a) 2.5m in a zone in the Industry zones category; (b) 1m in all other zones, or if adjoining a sensitive zone.	**Complies** Any proposed retaining walls will not exceed 1m.
PO2 Development of a retaining wall proposed as a result of filling or excavation: (a) is designed and constructed to be fit for purpose; (b) does not impact adversely on significant vegetation; (c) is capable of easy maintenance. Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. Note—Guidance on the protection of native vegetation is included in the Biodiversity areas planning scheme policy.	**AO2.1** Development of a retaining structure, including footings, surface drainage and subsoil drainage: (a) is wholly contained within the site; (b) if the total height to be retained is greater than 1m, then: (i) the retaining wall at the property boundary is no greater than 1m above the ground level; (ii) all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit; (iii) the distance between each successive retaining wall (back of lower wall to face of higher wall) is	**Not Applicable** Any proposed retaining walls will not exceed 1m.

Performance outcomes	Acceptable outcomes	Response
	no less than 1m horizontally to incorporate planting areas.	
	AO2.2 Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the Infrastructure design planning scheme policy and certified by a Registered Professional Engineer Queensland.	Not Applicable Any proposed retaining walls will not exceed 1m.
	AO2.3 Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	Complies Any proposed retaining walls will be maintenance free if it is setback less than 750mm from the boundary.
	AO2.4 Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the Planting species planning scheme policy .	Complies No filling is proposed as part of this development, however in the event fill is required, only clean fill will be used.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	AO3 Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy;	Not Applicable No rock anchor is proposed as part of this development.

Performance outcomes	Acceptable outcomes	Response
	(b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	
PO4 Development protects all services and public utilities.	AO4 Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	Complies All existing services are to be protected during construction. Any relocation or repair works required will be undertaken at the developer's expense to the applicable service authority requirements.
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	AO5 Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies All works are proposed to be undertaken in accordance with the Infrastructure Design Planning Scheme Policy. All drainage will ultimately be directed to the kerb and channel as the proposed lawful point of discharge in accordance with the infrastructure design planning scheme policy.
PO6 Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of	AO6 Filling or excavation does not involve the construction of open drainage.	Not Applicable No open drainage will result as part of this development.

Performance outcomes	Acceptable outcomes	Response
a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.		
PO7 Development for filling or excavation: (a) does not degrade water quality or adversely affect environmental values in receiving waters; (b) ensures site sediment and erosion control standards are best practice.	AO7.1 Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of the Infrastructure design planning scheme policy.	Not Applicable No significant filling or excavation is proposed.
	AO7.2 Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	Complies The construction issue drawings will detail the Erosion and Sediment Control plans in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.
PO8 Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised. Note—A noise and dust impact management plan prepared in accordance with the Management plans planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO8.1 Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	Complies Dust emissions will be managed during construction and maintained with the site.
	AO8.2 Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	Complies Any works will be undertaken only during permitted hours.

Performance outcomes	Acceptable outcomes	Response
PO9 Development ensures that vibration generated by the filling or excavation operation does not exceed the vibration criteria in Table 9.4.3.3.B, Table 9.4.3.3.C, Table 9.4.3.3.D and Table 9.4.3.3.E. Note—A noise management report prepared in accordance with the Noise impact assessment planning scheme policy can assist in demonstrating achievement of this performance outcome.	AO9 Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	Complies Vibration generated by construction is to be managed on site and comply with the vibration criteria.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.	AO10 Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks; (b) use a major road to access the site; (c) only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.	Complies Construction traffic will use a major road and minor roads only for the shortest-most-direct route to the site. Hauling where required will only occur for a maximum of 3 weeks.
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	AO11 Development does not involve: (a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;	Not Applicable The site has not been occupied by a notifiable activity or listed on the environmental management register or contaminated land register. No contaminant material will be used for filling.

Performance outcomes	Acceptable outcomes	Response
	(b) filling with material containing a contaminant.	
PO12 Development provides for: (a) landscaping for water conservation purposes; (b) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (c) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1 Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies Any proposed Landscaping is to be compliant with Council standards and policy.
	AO12.2 Development ensures that the design and requirements for irrigation are in compliance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	Complies Any proposed irrigation system is to be compliant with Council standards and policy.
	AO12.3 Development provides areas of pavement, turf and mulched garden beds which are drained. Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Complies Any proposed pavement, turf and mulched garden areas will be drained.
PO13 Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	AO13 Development does not involve the creation of canals or artificial waterways.	Not Applicable The proposed development will not involve the creation of canals or artificial waterways.

Infrastructure Design Code

Table 9.4.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development provides roads, pavement, edging and landscaping which: (a) are designed and constructed in accordance with the road hierarchy; (b) provide for safe travel for pedestrians, cyclists and vehicles; (c) provide access to properties for all modes; (d) provide utilities; (e) provide high levels of aesthetics and amenity, improved liveability and future growth; (f) provide for the amelioration of noise and other pollution; (g) provide a high-quality streetscape; (h) provide a low-maintenance asset with a minimal whole-of-life cost. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	**AO1** Development provides roads and associated pavement, edging and landscaping which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	**Not Applicable** The proposed development does not seek to provide public roads nor associated design elements as part of this application.

Performance outcomes	Acceptable outcomes	Response
PO2 Development provides road pavement surfaces which: (a) are well designed and constructed; (b) durable enough to carry the wheel loads of the intended types and numbers of travelling and parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists, the discharge of stormwater run-off and the preservation of all-weather access; (d) allows for reasonable travel comfort.	AO2 Development provides road pavement surfaces which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies Any internal road pavement will be designed and constructed in compliance with the Infrastructure design planning scheme policy.
PO3 Development provides a pavement edge which is designed and constructed to: (a) control vehicle movements by delineating the carriageway for all users; (b) provide for people with disabilities by allowing safe passage of wheelchairs and other mobility aids.	AO3 Development provides pavement edges which are designed and constructed in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	Complies Any proposed pavement edges will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO4 Development provides verges which are designed and constructed to:	AO4 Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape	Complies Any upgrade or new verges will be designed in accordance with the Infrastructure Design Planning Scheme. For further

Performance outcomes	Acceptable outcomes	Response
(a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	locality advice standards in the Infrastructure design planning scheme policy.	detail regarding the streetscape locality, please refer to the Streetscape Hierarchy Overlay Code.
PO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which: (a) allows equitable access for all modes; (b) is safe and secure; (c) has 24-hour access; (d) is a low-speed shared zone environment; (e) has a high-quality streetscape.	AO5 Development provides a lane or laneway identified on the Streetscape hierarchy overlay map or in a neighbourhood plan which is embellished in compliance with the streetscape locality advice standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve a lane or laneway.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway;	AO6 Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel;	Complies Where infrastructure within the road corridor is required as part of the development, it will be designed and carried out in accordance with the relevant standards.

Performance outcomes	Acceptable outcomes	Response
(b) an effective, high-quality roadway kerb and channel; (c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment; (e) safe vehicle access to the site that enables ingress and egress in a forward gear; (f) provision of and required alterations to public utilities; (g) effective drainage; (h) appropriate conduits to facilitate the provision of required street-lighting systems and traffic signals.	(b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway; (e) a constructed verge or reconstruction of any damaged verge; (f) construction of the carriageway; (g) payment of costs for required alterations to public utility mains, services or installations; (h) construction of and required alterations to public utility mains, services or installations; (i) drainage works; (j) installation of electrical conduits.	
PO7 Development provides both cycle and walking routes which: (a) are located, designed and constructed to their network classification (where applicable); (b) provide safe and attractive travel routes for pedestrians and cyclists for commuter and recreational purposes;	AO7 Development provides cycle and walking routes which are located, designed and constructed in compliance with the road corridor design and off-road pathway design standards in the Infrastructure design planning scheme policy.	Complies Any proposed cycle or walking routes will be designed in accordance with the Infrastructure Design Planning Scheme Policy.

Performance outcomes	Acceptable outcomes	Response
(c) provide safe and comfortable access to properties for pedestrians and cyclists; (d) incorporate water sensitive urban design into stormwater drainage; (e) provide for utilities; (f) provide for a high level of aesthetics and amenity, improved liveability and future growth; (g) are a low-maintenance asset with a minimal whole-of-life cost; (h) minimise the clearing of significant native vegetation. Note—This can be demonstrated in an engineering report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.		
PO8 Development provides refuse and recycling collection, separation and storage facilities that are located and managed so that adverse impacts on building occupants, neighbouring properties and the public realm are minimised.	AO8.1 Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.	Complies The future development will provide refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.	Complies The future development will provide refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy. Specifically, the proposed storage and collection of refuse will be designed to ensure it does not have an adverse impact on the amenity of future user groups or adjoining development.

Performance outcomes	Acceptable outcomes	Response
	Note—Refer to the Refuse planning scheme policy for further guidance.	
PO9 Development ensures that: (a) land used for an urban purpose is serviced adequately with regard to water supply and waste disposal; (b) the water supply meets the stated standard of service for the intended use and fire-fighting purposes.	AO9.1 Development ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.	Complies The proposal ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	Complies The proposal ensures that the reticulated water and sewerage distribution system for all services is in place before the first use is commenced.
PO10 Development provides public utilities and street lighting which are the best current or alternative technology and facilitate accessibility, easy maintenance, minimal whole-of-life costs, and minimal adverse environmental impacts.	AO10.1 Development provides public utilities and street lighting which are located and aligned to: (a) avoid significant native vegetation and areas identified within the Biodiversity areas overlay map; (b) minimise earthworks; (c) avoid crossing waterways, waterway corridors and wetlands or if a crossing is unavoidable, tunnel-boring techniques are used to minimise disturbance, and a disturbed area is reinstated and restored on completion of the work. Note—Guidance on the restoration of habitat is included in the Biodiversity areas planning scheme policy.	Complies Any proposed public utilities or street lighting is designed in accordance with the relevant requirements and minimises impacts to the natural environment.

Performance outcomes	Acceptable outcomes	Response
	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	Complies Any proposed lighting or utility services will be co-located where possible.
	AO10.3 Development provides public utilities and street lighting which are designed and constructed in compliance with the public utilities standards in the Infrastructure design planning scheme policy.	Complies Any proposed public utilities or lighting will be designed in accordance with the Infrastructure Design Planning Scheme Policy.
PO11 Development ensures that land used for urban purposes is serviced adequately with telecommunications and energy supply.	AO11 Development provides land with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; (c) gas service where practicable.	Complies The proposal will provide the development with the following services to the standards of the approved supplier: (a) electricity; (b) telecommunications services; and (c) gas service where practicable.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	AO12 Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or	Complies The proposed development will be provided with suitable connection to telecommunication services.

Performance outcomes	Acceptable outcomes	Response
	(b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.	
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which: (a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed: (i) as an integrated part of the project design; (ii) as conceptually relevant to the context of the location; (iii) to reflect and respond to the cultural values of the community; (iv) to promote local character in a planned and informed manner.	AO13 Development provides public art identified in a neighbourhood plan or park concept plan which is sited and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve the provision of public art.

Performance outcomes	Acceptable outcomes	Response
PO14 Development provides signage of buildings and spaces which promote legibility to help users find their way.	AO14 Development provides public signage: (a) at public transport interchanges and stops, key destinations, public spaces, pedestrian linkages and at entries to centre developments; (b) which details the location of the key destinations, public spaces and pedestrian linkages in the vicinity, the services available within the development and where they are located. Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	Not Applicable The proposal does not involve public signage.
PO15 Development that provides community facilities which form part of the development is functional, safe, low maintenance, and fit for purpose.	AO15 Development that provides community facilities which form part of the development is designed in compliance with the community facilities standards in the Infrastructure design planning scheme policy.	Not Applicable The proposed development does not involve community facilities.
PO16 Development provides public toilets which: (a) are required as part of a community facility or park; (b) are located, designed and constructed to be: (i) safe;	AO16 Development that provides public toilets is designed and constructed in compliance with the public toilets standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not involve public toilets.

Performance outcomes	Acceptable outcomes	Response
(ii) durable; (iii) resistant to vandalism; (iv) able to service expected demand; (v) fit for purpose.		
PO17 Development provides bridges, tunnels, elevated structures and water access structures that are designed and constructed using proven methods, materials and technology to provide for: (a) safe movement of intended users; (b) an attractive appearance appropriate to the general surroundings and any adjacent structures; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) current and future services. Note—All bridges and elevated and associated elements must be designed and certified by a Registered Professional Engineer Queensland in accordance with the Infrastructure design planning scheme policy.	AO17 Development that provides bridges, tunnels, elevated structures and water access structures is designed and constructed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not provide bridges, tunnels, elevated structures and water access structures.
PO18 Development provides culverts which are designed and constructed using proven	AO18 Development that provides culverts is designed and constructed in compliance with	Complies

Performance outcomes	Acceptable outcomes	Response
methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services; (h) minimal adverse impacts, such as increase in water levels or flow velocities, and significant change of flood patterns. Note—All culverts and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	the structures standards in the Infrastructure design planning scheme policy.	Any culverts will be designed in accordance with the standards in the Infrastructure design planning scheme policy.
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area;	AO19 Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	Complies The proposal will ensure that the retaining walls will be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.

Performance outcomes	Acceptable outcomes	Response
(c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.		
If for development with a gross floor area greater than 1,000m²		
Not Applicable - The proposal does not involve a development with a gross floor greater than 1,000m².		
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants		
Not Applicable - The proposed does not involve access via a common private title.		
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone		
Not Applicable - The proposal does not involve a development for major electricity infrastructure nor bulk water supply infrastructure.		
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone		
Not Applicable - The proposed development will not impact upon major electricity infrastructure nor bulk water supply infrastructure.		

Stormwater Code

Table 9.4.9.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
Section A—If for a material change of use, reconfiguring a lot, operational work or building work Note—Compliance with the performance outcomes and acceptable outcomes in this section should be demonstrated by the submission of a site-based stormwater management plan for high risk development only.		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: (a) minimise flooding; (b) protect environmental values of receiving waters; (c) maximise the use of water sensitive urban design; (d) minimise safety risk to all persons; (e) maximise the use of natural waterway corridors and natural channel design principles. Editor's note—The stormwater management system to be developed to address PO1 is not intended to require management of stormwater quality.	**AO1** Development provides a stormwater management system designed in compliance with the Infrastructure design planning scheme policy.	**Complies** It is proposed that stormwater from the new subdivided lots can be individually discharged to the kerb and channel of Balcara Avenue, in compliance with the Infrastructure design planning scheme policy.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage	**AO2.1** Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	**Complies** The proposal has been designed to ensure that stormwater is be handled in a way that does not significantly impact upon downstream or upstream development.

Performance outcomes	Acceptable outcomes	Response
characteristics of premises which are up slope, down slope or adjacent to the site.	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.
PO3 Development ensures that the stormwater management system does not direct stormwater run-off through existing or proposed lots and property where it is likely to adversely affect the safety of, or cause nuisance to properties.	AO3.1 Development ensures that the location of the stormwater drainage system is contained within a road reserve, drainage reserve, public pathway, park or waterway corridor.	Complies The development will ensure that the location of stormwater drainage system is contained in an appropriate location.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal will ensure that stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.
	AO3.3 Development obtains a lawful point of discharge in compliance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal provides a lawful point of discharge for stormwater in compliance with the Infrastructure design planning scheme policy.
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	Not Applicable No existing or proposed council stormwater infrastructure is located within the site.
PO4 Development provides a stormwater management system which has sufficient	AO4.1 Development provides a stormwater conveyance system which is designed to safely	Complies The proposed design provides a stormwater conveyance system to safely convey flows in accordance with the Infrastructure design planning scheme policy.

Performance outcomes	Acceptable outcomes	Response
capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	Complies The development site has sufficient area to accommodate the stormwater conveyance system.
PO5 Development designs stormwater channels, creek modification works, bridges, culverts and major drains to protect and enhance the value of the waterway corridor or drainage path for fauna movement.	AO5 Development ensures the design of stormwater channels, creek modifications or other infrastructure, permits terrestrial and aquatic fauna movement.	Not Applicable The proposal does not include these works, given its location in an urban area.
PO6 Development ensures that location and design of stormwater detention and water quality treatment: (a) minimises risk to people and property; (b) provides for safe access and maintenance; (c) minimises ecological impacts to creeks and waterways.	AO6.1 Development locates stormwater detention and water quality treatment: (a) outside of a waterway corridor; (b) offline to any catchment not contained within the development.	Not Applicable The proposal does not include stormwater detention or water quality treatment.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The proposal does not include stormwater detention or water quality treatment.

Performance outcomes	Acceptable outcomes	Response
PO7 Development is designed, including any car parking areas and channel works to: (a) reduce property damage; (b) provide safe access to the site during the defined flood event.	AO7.1 Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in Table 9.4.9.3.B, Table 9.4.9.3.C, Table 9.4.9.3.D, Table 9.4.9.3.E and Table 9.4.9.3.F. Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).	Complies The site is capable of meeting the minimum flood immunity levels.
	AO7.2 Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the Infrastructure design planning scheme policy.	Complies The proposal ensures that safe pedestrian and vehicle access is provided in accordance with the standards in the Infrastructure design planning scheme policy.
PO8 Development designs stormwater channels, creek modification works and the drainage network to protect and enhance the environmental values of the waterway corridor or drainage path.	AO8.1 Development ensures natural waterway corridors and drainage paths are retained.	Complies The proposal ensures that natural waterway corridors and drainage paths are retained.
	AO8.2 Development provides the required hydraulic conveyance of the drainage channel and floodway, while maximising its potential to maximise environmental benefits and minimise scour. Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.	Not Applicable The site is not subject to stormwater channels or creeks.

Performance outcomes	Acceptable outcomes	Response
	AO8.3 Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The site is not subject to waterways, creeks, wetlands or overland flow paths.
	AO8.4 Development ensures that the design of modifications to the existing design of new stormwater channels, creeks and major drains is in compliance with the standards in the Infrastructure design planning scheme policy.	Not Applicable The site is not subject to waterways, creeks, wetlands or overland flow paths.
PO9 Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.	AO9 No acceptable outcome is prescribed.	Complies Run off will be managed and re-used where possible.
PO10 Development ensures that there is sufficient site area to accommodate an effective stormwater management system. Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.	AO10 No acceptable outcome is prescribed.	Complies The site provides for a suitable stormwater management system.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the:	AO11.1 Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment	Not Applicable The site is not required to provide a lawful point of discharge for the up-slope catchment (upstream connection), given that there are no upstream/downstream properties.

Performance outcomes	Acceptable outcomes	Response
(a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future up-slope development; (c) implication for adjacent and down-slope development.	conditions that is directed to a lawful point of discharge.	It is requested that this is not condition on the proposal, given it is not reasonable or relevant
	AO11.2 Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	Complies The site provides for a suitable stormwater management system.
PO12 Development provides stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) can be safely accessed and maintained cost effectively; (c) ensures no structural damage to existing stormwater infrastructure.	AO12.1 The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	Complies The stormwater management system has been designed in accordance with the Infrastructure design planning scheme policy.
	AO12.2 Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.	Not Applicable The proposal does not involve a manhole and as such this outcome is not applicable.
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect:	AO13 No acceptable outcome is prescribed.	Complies The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.

Performance outcomes	Acceptable outcomes	Response
(a) the environmental values and water quality objectives of waters; (b) waterway hydrology; (c) the maintenance and serviceability of stormwater infrastructure. Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.		
PO14 Development ensures that: (a) unnecessary disturbance to soil, waterways or drainage channels is avoided; (b) all soil surfaces remain effectively stabilised against erosion in the short and long term.	AO14 No acceptable outcome is prescribed.	Complies The design will incorporate measures to mitigate the impacts of erosion and sedimentation arising from construction activities. Erosion and sediment control strategies will be developed during detailed design.
PO15 Development does not increase: (a) the concentration of total suspended solids or other contaminants in stormwater flows during site construction; (b) run-off which causes erosion either on site or off site.	AO15 No acceptable outcome is prescribed.	Complies The proposed development is designed to minimise contaminants during a rain event.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: (a) a material change of use for an urban purpose which involves greater than 2,500m^2 of land that: (i) will result in an impervious area greater than 25% of the net developable area; or		

Performance outcomes	Acceptable outcomes	Response
(ii) will result in 6 or more dwellings. (b) reconfiguring a lot for an urban purpose that involves greater than 2,500m^2 of land and will result in 6 or more lots; (c) operational work for an urban purpose which involves disturbing greater than 2,500m^2 of land.		
Not Applicable - The proposed development is not considered to be a 'high-risk' development.		
Section C—Additional performance outcomes and acceptable outcomes for assessable development for a material change of use or reconfiguring a lot		
PO18 Development protects stormwater infrastructure to ensure the following are not compromised: (a) the long term infrastructure for the stormwater network in the Long term infrastructure plans; (b) the existing and planned infrastructure for the stormwater network in the Local government infrastructure plan; (c) the provision of long term, existing and planned infrastructure for the stormwater network which: (i) is required to service the development or an existing and future urban development in the planning scheme area; or (ii) is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.	**AO18** Development protects stormwater infrastructure in compliance with the following: (a) for long term infrastructure for the stormwater network, the Long term infrastructure plans; (b) for existing and planned infrastructure for the stormwater network, the Local government infrastructure plan; (c) the standards for stormwater drainage in the Infrastructure design planning scheme policy.	**Complies** The proposed development will protect any stormwater infrastructure that is required to service the development.

Performance outcomes	Acceptable outcomes	Response
Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.		
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the stormwater network associated with development that is not assumed future urban development	AO19 No acceptable outcome is prescribed.	Not Applicable The subject site is located within an established urban area. As such, no additional trunk infrastructure has been identified to be constructed either through or nearby the site, as per the Local Government Infrastructure Plan.

Performance outcomes	Acceptable outcomes	Response
which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		

Transport, Access, Parking and Servicing Code

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Response
PO1 Development is designed: (a) to include a technically competent and accurate response to the transport and traffic elements of the development; (b) in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; (c) to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	**Complies** The proposal complies with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.

Performance outcomes	Acceptable outcomes	Response
guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.		
PO2 Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.	AO2 No acceptable outcome is prescribed.	Not Applicable The proposal is not considered a major development.
PO3 Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1 Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The site access complies with the standards in the Transport, Access, Parking and Servicing planning scheme policy.
	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular	Not Applicable The proposed development does not require an easement for vehicle access to the adjoining properties.

Performance outcomes	Acceptable outcomes	Response
	access services more than an individual development or premises.	
PO4 Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety; (d) provide a direct and legible network. Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.	AO4.1 Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	Complies The proposed development does not impact the existing walking and cycling routes which are sufficient for pedestrian and cyclist movement.
	AO4.2 Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Not Applicable The proposal is not required to provide any additional walking or cycling routes. The existing walking and cycle routes will be maintained.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	Not Applicable The proposal is not required to provide any additional walking or cycling routes. The existing walking and cycle routes will be maintained.
PO5 Development provides secure and convenient bicycle parking which:	AO5.1 Development provides on-site bicycle parking spaces in compliance with the standards in the	Not Applicable The proposed development is not required to provide on-site bicycle parking spaces. Notwithstanding this, it is anticipated

Performance outcomes	Acceptable outcomes	Response
(a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site; (d) does not impact adversely on visual amenity; (e) does not impede the movement of pedestrians or other vehicles; (f) is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Transport, access, parking and servicing planning scheme policy.	that on-site bicycle parking will be accommodated within the garages of future dwelling houses.
	AO5.2 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.3 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
	AO5.5 Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is limited to a 1 into 2 lot subdivision. Thus, no on-site bicycle parking or facilities are required.
PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.	AO6 Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the	Not Applicable No end of trip facilities are required for the proposed development.

Performance outcomes	Acceptable outcomes	Response
Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	Transport, access, parking and servicing planning scheme policy.	
PO7 Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7 Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	Complies Pedestrian and cyclist access to the site will be designed and constructed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO8 Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8 No acceptable outcome is prescribed.	Complies Pedestrian and cyclist access to the site will be designed and constructed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: (a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; (b) ensure the amenity of adjacent premises, from impacts such as noise	AO9.1 No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	Not Applicable The proposed development is not a major development.
	AO9.2 Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in	Complies Each lot will gain direct access to a minor road.

Performance outcomes	Acceptable outcomes	Response
and light.	the road area to the lowest order road to which the site has frontage.	
	AO9.3 Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development results in suitable sight distances from access points and intersections.
	AO9.4 Development provides access driveways in the road area which: (a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; (b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.	Complies The proposed access driveway is designed in accordance with the relevant standard. The access driveway does not compromise any bus stop, taxi rank or pedestrian crossing or refuge.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	Not Applicable Each lot will gain direct access to a minor road.
PO10 Redevelopment provides for:	AO10 No acceptable outcome is prescribed.	Complies The proposed development will ensure the closure of superseded access driveways and the reinstate of adjacent

Performance outcomes	Acceptable outcomes	Response
(a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.		footpaths after construction. Such an outcome can be conditioned by Council accordingly.
PO11 Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1 Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed design results in sight lines have been designed in accordance with the Transport, access, parking and servicing planning scheme policy.
	AO11.2 Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	Complies The proposed development does not require any convex mirrors.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage	AO12 Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards	Not Applicable The site is not located in City core or City frame as identified in Figure a.

Performance outcomes	Acceptable outcomes	Response
private car use and encourage walking, cycling and the use of public transport.	in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	
PO13 Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13 Development outside of the City core and City frame as identified in Figure a: (a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or (b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy. Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.	Complies The proposal provides enough space to accommodate car parking for the future dwelling house(s), which will comply with the minimum requirements of the Transport, access, parking and servicing planning scheme policy.
PO14 Development ensures that the number of car parking spaces and design of the car	AO14.1 Development provides a number of car parking spaces on site equalling the sum of the	Complies The proposal will provide enough space to accommodate car parking for the future dwelling house(s), which will comply

Performance outcomes	Acceptable outcomes	Response
parking area: (a) meet the combined design peak parking demand for residential, visitor and business parking; (b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	maximum design peak parking demand for the individual uses at any point in time.	with the maximum design peak demand for the future residential use.
	AO14.2 Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	Not Applicable The proposal does not involve a mixed use development.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: (a) is clearly defined, safe and easily accessible; (b) is designed to contain potential adverse impacts within the site; (c) does not detract from the aesthetics or amenity of an area; (d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact; (e) is consistent with safe and convenient pedestrian and cyclist movement.	AO15 Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	Complies Car parking will be designed in accordance with the Transport, access, parking and servicing planning scheme policy.

Performance outcomes	Acceptable outcomes	Response
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16 Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: (a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; (b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; (c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; (d) ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; (e) including way-finding cues; (f) minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.	Complies The future development will support CPTED through casual surveillance opportunities of common areas and minimises opportunities for graffiti with suitable exterior design.

Performance outcomes	Acceptable outcomes	Response
	Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	
PO17 Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17 Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by: (a) denying access to potential canvases through access control techniques; (b) reducing potential canvases through canvas reduction techniques; (c) ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques. Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.	Complies The future development will support graffiti and vandalism prevention.
PO18 Development is serviced by an adequate number and size of service vehicles.	AO18 Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
PO19 Development layout provides for services which:	AO19.1 Development ensures that a service bay provided on site:	Not Applicable

Performance outcomes	Acceptable outcomes	Response
(a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	(a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
	AO19.2 Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
	AO19.3 Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: (a) amenity and safety in residential areas;	AO20 Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport,	Not Applicable The proposal is for a 1 into 2 lot subdivision for future residential dwellings.

Performance outcomes	Acceptable outcomes	Response
(b) streets not constructed to a standard that accommodate increased heavy vehicle movements.	access, parking and servicing planning scheme policy.	
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)		
Not Applicable - The proposed development is not required to be serviced by the abovementioned vehicles.		