BCC DS
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APPLICATION REF
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Performance outcomes	Acceptable outcomes	Complies	Comments
Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories			
General			
PO1 Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.	**AO1** Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation. *Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.*	✓	This application seeks approval for a residential subdivision only. Any future dwellings over the subject site will not exceed 2 storeys in height and will not penetrate the airport environs overlay or subcategories.
PO2 Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports. *Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.*	**AO2** Development does not emit into the OLS or height restriction zone: (a) a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments; (b) smoke, dust, ash, steam or other airborne particulate.	✓	This application seeks approval for a residential subdivision only. Any future dwellings over the site are not expected to emit gaseous flumes at velocity exceeding 4.3m/s or other airborne particulates.
Additional performance outcomes and acceptable outcomes if involving air service – Not Applicable: The proposal is for a residential subdivision only.			
Section B—If in the Bird and bat strike zone sub-categories			
PO4 Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	**AO4.1** Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	✓	Waste generated by the future residents of the development will be covered and collected to minimize accessibility to birds and bats.
	AO4.2 Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	**N/A**	Not applicable. The proposed development is not located within 3km of an airport.

✓ Complies
N/A Not Applicable
P/S Performance Solution

Section C—If in the Public safety area sub-categories – Not Applicable			
Section D—If in the Light intensity sub-categories – Not Applicable			
Section E—If in the Aviation facilities sub-categories – Not Applicable			
Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories – Not Appliable			

Performance outcomes	Acceptable outcomes	Complies	Comments
Section A—If for a dwelling house or associated filling or excavation – Not Applicable			
Section B—If for filling or excavation – Not Applicable			
PO3 Filling or excavation protects the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category and the General ecological significance strategic sub-category ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas with strategic biodiversity value, and wetlands, and mitigates the impact on ecological processes. *Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy.* *Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome.*	**AO3** Development ensures that filling or excavation, other than where directly associated with habitat restoration, is contained within an area located entirely outside of: a. the High ecological significance sub-category; b. the High ecological significance strategic sub-category; c. the General ecological significance sub-category; d. the General ecological significance strategic sub-category; e. the tree protection zone of non-juvenile koala habitat trees as shown in Figure b. *Note—A tree survey prepared in accordance with the Biodiversity areas planning scheme policy can assist in demonstrating achievement of acceptable outcome €.*	P/S	Please refer to the enclosed Environmental Impact Assessment prepared by Range Environmental.
Section C			
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category – Not Applicable			
If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category, where involving a new road – Not Applicable			
If a site is wholly or partly in the General ecological significance sub-category or the General ecological significance strategic sub-category			
PO6 Development ensures that ecological features and ecological processes, koala habitat trees, areas of strategic biodiversity value and wetlands within the General ecological significance sub-category or the General ecological significance strategic sub-category	**AO6.1** Development: a. ensures that the development footprint including roads, services, stormwater management infrastructure, any associated filling or excavation works and any fire management access and buffers, are located wholly outside the General ecological significance sub-category or the General	**P/S**	Please refer to the enclosed Environmental Impact Assessment prepared by Range Environmental.

Performance outcomes	Acceptable outcomes	Complies	Comments
area are protected, conserved and restored to ensure the area's long-term viability. Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.	ecological significance strategic sub-category; or b. Complies with AO6.2 and AO6.3		
	AO6.2 Development ensures that the development footprint, design and layout are informed by an ecological assessment which: a. identifies and evaluates biodiversity values, ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas of strategic biodiversity value, waterways and wetlands; b. identifies the likely impacts of the development to biodiversity; c. outlines how any potential impacts on biodiversity will be avoided and mitigated. Note—Guidance on completing an ecological assessment, development design and identifying koala habitat are included in the Biodiversity areas planning scheme policy.	**P/S**	Please refer to the enclosed Environmental Impact Assessment prepared by Range Environmental.
	AO6.3 Development ensures that the development footprint, design and layout conserves ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, waterways and wetlands in a spatial configuration which: a. maximises the size and consolidates areas of strategic biodiversity value to be conserved for biodiversity purposes on site and in combination with adjoining sites;	**P/S**	Please refer to the enclosed Environmental Impact Assessment prepared by Range Environmental.

Performance outcomes	Acceptable outcomes	Complies	Comments
	b. maximises connectivity between areas to be conserved for biodiversity purposes on site and with adjoining sites; c. minimises the edge-to-area ratio of areas to be conserved for biodiversity purposes to limit edge effects; d. minimises fragmentation by infrastructure; e. includes a single development footprint plan for each new residential lot to be created which is: i. 1000m^2 or less where on a lot in the Low density residential zone, the Low-medium density residential zone, the Medium density residential zone, or the Character residential zone; or ii. 2500m^2 or less where on a lot in the Environmental management zone, the Conservation zone, the Emerging community zone, the Rural zone or the Rural residential zone; f. excludes filling or excavation from areas to be conserved for biodiversity except where it is directly associated with habitat restoration or revegetation works. Note—Guidance on development design is included in the Biodiversity areas planning scheme policy.		
If a site is wholly or partly in the Koala habitat area sub-category, where not in the High ecological significance sub-category, High ecological significance strategic sub-category, General ecological significance sub-category or General ecological significance strategic sub-category – Not Applicable			
If a site is wholly or partly located in the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, other than for a dwelling house			
PO9 Development which has or is likely to have a significant residual impact on a matter of State environmental significance or a matter of local environmental significance, after all reasonable on-site mitigation	**AO9** No acceptable outcome is prescribed.	**P/S**	Please refer to the enclosed Environmental Impact Assessment prepared by Range Environmental.

Performance outcomes	Acceptable outcomes	Complies	Comments
measures have been or will be undertaken, provides an environmental offset. *Note— Environmental offsets are provided in compliance with the Queensland environmental offsets framework and the Offsets planning scheme policy.*			

Performance outcomes	Acceptable outcomes	Complies	Comments
General			
PO1 Development is of a height, bulk, scale, form and density that achieves the intended suburban living outcome, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and subtropical built form character and is: a. consistent with the anticipated density and assumed infrastructure demand; b. consistent with the intended form and character of the area and aligned to community expectations about the building height and lot size; c. designed to avoid an adverse amenity impact to adjoining development; d. sited to enable existing and future buildings to be well separated from each other and to not prejudice the development of an adjoining site; e. designed to ensure sufficient space between buildings for trees and landscaping, including the retention of significant vegetation. *Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public parks or land for community facilities network in particular.* *Note—Development that exceeds the intended density of dwellings per hectare stated in this neighbourhood plan is not supported.* *Note—Significant vegetation is identified and classified within the Vegetation planning scheme policy.*	**AO1.1** Development does not exceed a maximum building height of two storeys and 9.5 metres. *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.*	**N/A**	Not applicable. The proposal is for a residential subdivision only.
	AO1.2 Development complies with the lot size (minimum and average) and maximum density set out in Table 7.2.2.5.3.B. *Note—Development must comply with all parameters in Table 7.2.2.5.3.B.*	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
	AO1.3 Development incorporates the following subtropical design principles: a. suitable lot orientation; b. building form that maximises amenity, street activity and pedestrian connectivity; c. deep planting within setbacks along common boundaries and frontages.	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
PO2 Development siting and layout: a. locates buildings and structures outside areas of ecological or waterway value; b. minimises disturbance to and enhances ecological features, waterway values and visual amenity;	**AO2.1** Development ensures that the development footprint is not located in areas with waterway and ecological features shown on Figure a.	**P/S**	Please refer to the Ecological Impact Assessment prepared by Range Environmental for further details.
	AO2.2	**P/S**	Please refer to the Ecological Impact Assessment prepared by Range Environmental for further details.

c. either: i. retains significant vegetation; or ii. compensatory planting is established to restore habitat and provide a subtropical landscape setting. *Note—This can be demonstrated by undertaking an ecological assessment and tree survey plan. Guidance is provided within the Biodiversity areas planning scheme policy, Planting species planning scheme policy and Vegetation planning scheme policy.* *Note—Significant vegetation is identified and classified within the Vegetation planning scheme policy.*	Lot layout is designed to retain and incorporate significant vegetation in accordance with Figure c.		
	AO2.3 Landscaping uses locally occurring native species. Note—For suitable plant species, refer to the Planting species planning scheme policy.	✓	Council can condition the requirement for landscaping as part of the conditions of approval.
	AO2.4 Development is designed and sited in accordance with Figure c to avoid waterway fragmentation and ensures that: a. no additional boundaries cross waterway corridors; b. the waterway corridors are retained within a single lot.	**N/A**	Not applicable. The subject site is not mapped as containing a waterway.
PO3 Development provides a transport network that: a. facilitates a clear, legible and logical road hierarchy; b. ensures the safety, efficiency and function of the road hierarchy; c. supports the provision of emergency service access; d. caters for and integrates pedestrian and cyclists facilities; e. includes road reserves of sufficient width to maximise space for on-street car parking, pedestrian paths, on-street cycling, and street tree planting; f. protects ecological features and waterway corridors; g. minimises impact from natural hazards.	**AO3.1** Development provides a safe and integrated local road network as indicated in Figure b, and: a. includes future road connections to the surrounding road network in particular to existing local and major roads; b. is capable of carrying emergency service vehicles; c. limits the number of individual vehicle access points to Bridgeman Road, Beams Road and Beckett Road; d. only includes cul-de-sac or no through road designs when no other alternative is available. *Note—While the road layout may include no through roads such as a cul-de-sac in limited circumstances, the pedestrian and bicycle network may not.* *Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.*	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
	AO3.2 Development provides roads that prioritise pedestrians and cyclists within a low-speed traffic environment and that accommodate: a. pedestrian footpaths;	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.

	b. on-street cycling; c. on-street car parking; d. generous street tree planting.		
	AO3.3 Development ensures that roads are not located in areas with waterway and ecological features as shown on Figure a.	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
	AO3.4 Development provides a local road network that contributes to bushfire hazard mitigation.	✓	Please refer to the Bushfire Hazard Assessment prepared by S5 Environmental.
PO4 Development provides stormwater management infrastructure that is: a. integrated with Council owned urban infrastructure; or b. located on common property for community title development; or c. located in a public park only where the utility, amenity or function of the public park is not reduced.	**AO4** Development includes stormwater management infrastructure that is: provided in common property for the community title development; or a. located in new road, drainage reserves or other Council owned land in accordance with the standards in the Infrastructure design planning scheme policy and Brisbane Standard Drawings; or b. located in public parkland only where: c. the park comprises an area of at least 1 hectare; d. it does not occupy more than 5% of the total land surface; e. it does not reduce the range or quality of recreational opportunities available in the park according to the intended function and desired standards of service for the park type; f. it incorporates landscaping consistent with the character of a public park; g. it is sited to be easily accessible for maintenance purposes; h. design elements support the surrounding local aesthetic, public amenity and safety so that the quality of passive recreation is not reduced.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

PO5 Development is sited and designed to promote activation and support increased safety through surveillance of existing and future parks and community facilities. *Note—The Local Government Infrastructure Plan or Long term infrastructure plans identify public parks and land for community facilities.*	**AO5** Development, where adjoining an existing or future park or community facility, is oriented to overlook the park or community facility with large windows, balconies or courtyards designed to provide casual surveillance opportunities.	**N/A**	Not applicable. The subject site is not adjoining an existing or future park.
PO6 Development protects and maintains the waterway health and stability of existing waterways and the water quality of stormwater discharges to Albany Creek and other receiving waterways.	**AO6.1** Development retains and rehabilitates existing dams and waterbodies where within waterway corridors and undertakes remedial works as required to ensure their stability to flood flows. *Note—Designs are to be in accordance with the standards in the Infrastructure design planning scheme policy.*	**N/A**	Not Applicable. No existing dams or waterbodies are at the subject site.
	AO6.2 Development reinstates or rehabilitates natural riparian and aquatic vegetation to improve waterway health.	**N/A**	Not applicable. The subject site does not contain a waterway.
Development for material change of use or reconfiguring a lot for: **a. sites greater than 2,500m^2; or,** **b. six or more lots/dwellings.**			
PO7 Development occurs in an efficient and orderly manner and provides for an integrated, safe and functional community which addresses site context and setting by responding to: a. ecological and waterway features: i. protecting and enhancing significant vegetation and ecological features; ii. protecting soil stability; iii. preserving waterway topography; iv. ensuring appropriate stormwater and water quality management regimes (refer to Figure d);	**AO7** Development is consistent with a structure plan, prepared in accordance with the Structure planning planning scheme policy.	✓	Please refer to the Structure Plan prepared by JFP Urban Consultants.

b. natural hazards: i. identifying and mitigating existing and potential future bushfire and flood hazards; c. density and scale: i. ensuring maximum densities are not exceeded; ii. ensuring minimum and average lot sizes are not exceeded; d. infrastructure and services: i. providing or extending appropriate infrastructure or services. *Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating achievement of this outcome and is a useful tool to integrate development layout with all relevant spatial attributes as addressed in overlays and neighbourhood plans.* *Note—The priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development.* *Note—Significant vegetation is identified and classified within the Vegetation planning scheme policy.* *Note—Minimum and average lot sizes, and maximum density are specified in Table 7.2.2.5.3.B.*			
Development for Centre activities - Not Applicable			
If in the Bridgeman Downs residential precinct (Bridgeman Downs neighbourhood plan/NPP-001), Roghan Road south precinct (Bridgeman Downs neighbourhood plan/NPP-002), Albany Creek precinct (Bridgeman Downs neighbourhood plan/NPP-004) or Cemetery zone precinct of the Community Facility zone – Not Applicable			

Performance outcomes	Acceptable outcomes	Complies	Comments
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category – Not Applicable			
If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category – Not Applicable			

Performance outcomes	Acceptable outcomes	Complies	Comments
Access to air service, detention facilities, emergency services, hospital, port service or residential care facility			
PO1 Development ensures that air service, detention facilities, emergency services, hospital, port service and residential care facilities maintain essential functions and retain transport connections necessary for their function during a natural disaster event.	**AO1** Development for air service, detention facilities, emergency services, hospital, port service or residential care facilities: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) where the development cannot access a critical route or an interim critical route during a natural disaster event, the development: (i) demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event; (ii) includes a business continuity plan for the operation of the use or throughout the natural disaster event.	N/A	Not applicable. The proposal is for a residential subdivision only.
Access to telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation			
PO2 Development ensures that a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.	**AO2** Development for a telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot or utility installation: (a) has direct vehicular access to a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or	N/A	Not applicable. The proposal is for a residential subdivision only.

	(c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or (d) has been designed to operate in all flood events without human intervention.		
Access by emergency services to medium impact industry, high impact industry or special industry			
PO3 Development for medium impact industry, high impact industry and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.	**AO3** Development for medium impact industry, high impact industry or special industry: (a) has direct vehicular access a critical route or an interim critical route; or (b) has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or (c) includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.	N/A	Not applicable. The proposal is for a residential subdivision only.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development ensures that a building other than a dwelling house on a site: a. is used for a domestic residential purpose, in conjunction with and subordinate to the dwelling house on the same site; b. is smaller in size and scale than the dwelling house; c. has the appearance of a building ancillary to the dwelling house; d. is occupied by no more than 1 household.	**AO1.1** Development comprises not more than one dwelling house and one secondary dwelling, occupied by one household.	✓	Complies. Each lot will not contain more than 1 dwelling house occupied by 1 household.
	AO1.2 Development for a secondary dwelling is: a. a maximum of 80m^2 in gross floor area; b. located within 20m of the dwelling house.	N/A	Not applicable. No secondary dwellings are proposed as part of this application.
PO2 Development is of a bulk and scale that: a. is consistent with and complements the built form and front boundary setbacks prevailing in the street and local area; b. does not create overbearing development for adjoining dwelling houses and their private open space; c. does not impact on the amenity and privacy of residents in adjoining dwelling houses; d. does not result in the loss of significant views or outlook of adjoining residents; e. provides for natural light, sunlight and breezes.	**AO2** Development is contained within: a. the building envelope for the site, created by applying: i. the acceptable outcome for maximum building height; ii. the acceptable outcome for front, rear and side boundary setbacks; iii. acceptable outcomes for built to boundary walls in so far as these determine the building envelope; or b. the approved building envelope for the site to the extent of any inconsistency with (a). *Note—Refer to Figure a for examples of the building envelope for a dwelling house on a small lot.Note—The building envelope is not the developable area or building extent, but a three-dimensional envelope that limits the extent of a building in any direction.* *Note—This acceptable outcome can be demonstrated by preparing a building envelope plan, elevations and sections.*	✓	The proposed small lot houses will be developed in accordance with the Dwelling House (Small Lot) Code and the enclosed Building Envelope Plan.
Section A—If on a lot that is 180m^2 or greater			
PO3 Development has a building height that: a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight;	**AO3** Development: a. in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low–medium density residential zone, Rural	✓	The future dwelling houses will not be more than 2 storeys.

b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity; c. contains a 3 storey component only where necessary to enable a predominantly 2 storey dwelling to address the local circumstances of topography (refer to Figure b); d. may be higher than adjoining properties only to the extent required to achieve the minimum habitable floor levels required for flood immunity. *Note—In interpreting PO3(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.*	residential zone, Environmental management zone, Rural zone or Emerging community zone results in a maximum building height of 7.5m above ground level at side and rear walls, increasing at no more than 30 degrees to a maximum building height of 9.5m above ground level and: i. 2 storeys; or ii. 1 storey if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or b. is located within an approved building envelope for the site to the extent of any inconsistency with (a). *Note—The lowest point forming part of the maximum building height identified in AO3 being 7.5m is determined by the applicable setback identified in AO6(a) or AO6(c), but not AO6(b) in this code.* *Editor's note—For the purposes of determining compliance with AO3 reference is to be made to section 1.7.7.* *Editor's note—For example, the point at which the maximum building height of 7.5m above ground (as provided by AO3) is determined to be setback 1m if the adjoining lot has a dwelling house with habitable spaces setback from the shared boundary. If the same adjoining dwelling had a built to the side boundary non-habitable garage (as provided for by AO6(b)), the point at which the maximum building height of 7.5m above ground is measured from would remain 1m.* *Editor's note—In interpretation of what maximum building height is provided for by AO3, the width of a subject lot will determine the maximum building height by way of the point either where 30^{o} planes rising from opposite boundaries meet or the maximum building height identified in AO3, whichever is the lesser is the maximum building height.*		
PO4 Development has a building height that: a. does not unduly overshadow adjoining dwelling houses and their associated private open space in terms of access to sunlight and daylight; b. is consistent with the building height of dwelling houses prevailing in the immediate vicinity.	**AO4** Development: a. in the 3 or 4 storey mix zone precinct of the Low-medium density residential zone or in the Medium density residential zone results in a maximum building height of 9.5 above ground level at side and rear walls, increasing at no more than 30	N/A	Not applicable. The subject site is not located in the Low-medium density residential zone or Medium density residential zone.

Note—In interpreting PO4(b), the term 'prevailing in the immediate vicinity' means the building height of the majority (more than 50%) of all the dwelling houses in the same zone as the subject site and within 35m of any point of the street frontage of the subject site.	degrees to a maximum building height of 11.5m above ground level and: i. 3 storeys; or ii. 2 storeys if the development also includes a space that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above that contains only a bathroom, shower room, laundry, water closet, or other sanitary compartment; or b. is located within an approved building envelope for the site to the extent of any inconsistency with (a). *Note—The lowest point forming part of the maximum building height identified in AO4 being 9.5m is determined by the applicable setback identified in AO6(a) or AO6(c), but not AO6(b) in this code.* *Editor's note—For example, the point at which the maximum building height of 9.5m above ground (as provided by AO4) is determined to be setback 1m if the adjoining lot has a dwelling house with habitable spaces setback from the shared boundary. If the same adjoining dwelling had a built to the side boundary non-habitable garage (as provided for by AO6(b)), the point at which the maximum building height of 9.5m above ground is measured from would remain 1m.* *Editor's note—In interpretation of what maximum building height is provided for by AO4, the width of a subject lot will determine the maximum building height by way of the point either where 30° planes rising from opposite boundaries meet or the maximum building height identified in AO4, whichever is the lesser is the maximum building height.*		
PO5 Development provides a front boundary setback that is consistent with and complements the front boundary setbacks prevailing in the street and local area.	**AO5** Development results in a minimum street frontage setback that is: a. on the primary street frontage: i. 6m where all adjoining dwelling houses have a setback of 6m or more; or ii. the same as the least setback, but not less than 3m, of an adjoining dwelling house where that dwelling house has a setback less than 6m; or iii. 3m where there is no adjoining dwelling house; b. on a secondary street frontage: i. 1.5m; or	✓	Complies. The future dwelling houses will comply with the setback as per AO5 of the Dwelling House (Small Lot) Code, as demonstrated in the Building Envelope Plan.

	ii. 0m for non-habitable spaces up to 3m building height where the secondary street frontage is opposite to the primary street frontage and the road reserve of the secondary street frontage is 8m or less wide and a minor road; c. in addition to either (a) where the setback is less than 5.5m or (b)(i) above, a minimum of 5.5m street frontage setback for garages; or d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). *Editor's note—For the purposes of determining compliance with AO5 reference is to be made to section 1.7.7.*		
PO6 Development provides side boundary setbacks that: a. does not impact on the amenity and privacy of residents in adjoining dwelling houses; b. provides for natural light, sunlight and breezes.	**AO6** Development results in a minimum side boundary setback that is: a. 1m for habitable spaces; or b. 0.5m and a maximum height of 3.5m for non-habitable spaces only for a maximum length of: i. 15m, where located in the Low–medium density residential zone, Medium density residential zone or High density residential zone; or ii. 9m, where in the Low density residential zone or the Character residential zone; or c. 0m where: i. matching the extent of an existing built to boundary wall on the adjoining property; or ii. the adjoining property is 300m^2 or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone; or iii. on a lot with an average width of 7.5m or less where the adjoining property is 300m^2 or less and in the Residential zone category other than in the Character zone precinct of the Character residential zone and the adjoining property has no existing built to the boundary wall; or	✓	The future dwelling houses will comply with the setback as per AO6, as demonstrated in the Building Envelope Plan.

	iv. on a lot with an average width of more than 7.5m in the Low density residential zone or the Infill housing zone precinct of the Character residential zone where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m; or d. located within an approved building envelope for the site to the extent of any inconsistency with (a), (b) or (c). *Note—AO6(c)(ii) and (iii) apply to the development of a dwelling house at the same time as an adjoining dwelling house or adjoining dwelling houses developed at separate times.* *For the purposes of determining compliance with AO6 reference is to be made to section 1.7.6.* *Editor's note—For the purpose of satisfying A06(c)(iv), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.*		
PO7 Development provides a rear boundary setback that: a. provides for open space and landscaping; b. does not impact on the amenity and privacy of residents in adjoining dwelling houses; c. provides for natural light, sunlight and breezes.	**AO7** Development results in a minimum rear boundary setback that is: a. 6m, where on a lot with an average depth of more than 25m; or b. on a lot with an average depth of 25m or less: i. 3m, for a part of a building or structure up to 4.5m high; ii. 4.5m, for a part of a building or structure over 4.5m high. c. located within an approved building envelope for the site to the extent of any inconsistency with (a) or (b). *For the purposes of determining compliance with AO7 reference is to be made to section 1.7.6.*	✓	The future dwelling houses will comply with the setback as per AO7, as demonstrated in the Building Envelope Plan.
PO8 Development provides an even distribution of open space and building footprint, to facilitate a balance of	**AO8** Development results in a maximum site cover of: a. 50% where the lot is 400m^2 or more; or	✓	The future dwelling houses will comply with the site cover provisions as per AO8, as demonstrated in the Building Envelope Plan.

indoor and outdoor recreation and adequate private open space.	b. 60% where the lot is 300m^2 or more and less than 400m2; or c. 70% where the lot is 200m^2 or more and less than 300m2; or d. 80% where the lot is less than 200m^2. *For the purposes of determining compliance with AO8 reference is to be made to section 1.7.6.*		
PO9 Development involving any built to boundary wall does not impact on the amenity or privacy of residents or adjoining residents.	**AO9.1** Development ensures that a built to boundary wall is: a. for non-habitable rooms or spaces only where the adjoining lot is more than 300m^2; b. not located within 1m of a window of a habitable room in an adjoining dwelling house; c. not located within the front or rear boundary setbacks; d. low maintenance and constructed of pre-finished materials. *Refer to Figure c and Figure d.* *Note—Built to boundary walls are distinct from side setbacks. Reduced setbacks for dwelling houses on small lots may be used for habitable space as provided under A02.4.*	✓	The future dwelling houses will comply with the built to boundary wall provisions as per AO9.1 as demonstrated on the Building Envelope Plan.
	AO9.2 Development does not include any built to boundary walls in the Character zone precinct of the Character residential zone other than: a. matching the extent of an existing built to boundary wall on adjoining premises; or b. on a lot with an average width of more than 7.5m where the registered owner of the adjoining premises does not object to a setback less than AO6(b) but only for non-habitable spaces, a maximum height of 3m and a maximum length of 9m. *Editor's note — For the purposes of satisfying AO9.2(b), confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.*	N/A	Not Applicable. The subject site is not located in the Character Zone precinct.

PO10 Development results in building length and bulk of a domestic scale which minimises overbearing for adjoining dwelling houses and their private open space.	**AO10** Development results in a combined total length of the building or building components of a dwelling house, secondary dwelling and domestic outbuilding that does not exceed 25m. Note—Building length includes garages, decks, balconies, verandahs and other projections and excludes eaves, sunhoods and other building work that comprise prescribed accepted development.	✓	The length of the future dwelling houses will comply with the provisions of AO10.
PO11 Development ensures that a dwelling house is orientated to the street to facilitate casual surveillance of the street and provide visual interest. *Note—This performance outcome is not applicable for a rear lot.*	**AO11** Development results in the dwelling house having windows to habitable rooms or balconies on the facades facing the street. *Note—This acceptable outcome is not applicable for a rear lot.*	✓	Future dwelling houses will comprise of windows / balconies facing the street.
PO12 Development ensures that vehicle access and parking is accommodated on site with: a. vehicle access of an appropriate grade and width to facilitate safe property access; b. a driveway crossover width that does not visually dominate the appearance of the dwelling house when viewed from the street; c. an appropriate number of car parking spaces for the scale of the dwelling house and the normal activities of a household.	**AO12.1** Development provides a minimum number of on-site car parking spaces comprising: a. 1 car parking space for the dwelling house; b. 1 car parking space for any secondary dwelling on the same site; c. where a garage is provided, 1 car parking space forward of the garage other than a garage located on a secondary street frontage. *Editor's note—Compliance with AO12.1(c) does not have the effect of reducing a street frontage setback less than identified in AO5 but may require a greater setback to the extent of the parking space.*	✓	Parking provisions will be provided in accordance with the provisions of AO12.1.
	AO12.2 Development provides vehicular crossings that: a. have a maximum crossover width of 4m (excluding apron tapers); b. comply with standard drawing BSD-2022 or BSD-2021 for a rear lot; c. comply with standard drawing BSD-2024 (where 3.75m footpath width) or BSD-2025 (where 4.25m footpath width).	✓	The vehicular crossovers of future dwelling houses will comply with the provisions of AO12.2.
PO13	**AO13.1** Development of a lot with any street frontage of:	N/A	No lots are proposed with a street frontage of less than 10 metres.

Development provides car accommodation that does not visually dominate the appearance of a dwelling house when viewed from a street.	a. 7.5m or less has a maximum of 3.5m wide single-width car accommodation only; or b. more than 7.5m has up to double-width car accommodation. *Editor's note—Double-width car accommodation is of sufficient width to accommodate two cars side by side; otherwise the car accommodation is single-width car accommodation.*		
	AO13.2 Development involving tandem car parking is constructed in accordance with Figure e.	✓	Should tandem car parking be built, it will be in accordance with Figure 2 of the Dwelling House (Small Lot) Code.
	AO13.3 Development involving double-width car parking is: a. 6m maximum door width for a garage or total width where a carport or combination of both; or b. may have a door on the front of a carport; c. for a garage where not built to the side boundary, the garage door is recessed from the street frontage of the building at least 1m beneath the: i. upper storey, balcony or verandah of a 2 or more storey building; or ii. eave of a single-storey building; d. for a garage built to the side boundary, is not recessed for the part of the garage between the building and the side boundary. *Note—AO13.3(c) applies to the extent of the garage door only and does not include features such as posts that support the upper storey, balcony or verandah.* *Editor's note—A013.3(d) overrides the provisions of AO13.3(c) to the extent that the garage element extends towards a side boundary beyond the balance of the building. For example, a 3m wide garage built to a side boundary would not need to be recessed in accordance with AO13.3(c) where the balance of the building was setback 3m or more from the same side boundary.*	✓	Where proposed, double-width car parking will be designed and constructed in accordance with the provisions of AO13.3 unless varied by the enclosed Building Envelope Plan
	AO13.4 Development involving car accommodation constrained by a steeply sloping site (a slope of 1 in 4 or greater between the front boundary and building setback):	N/A	Not applicable. The proposal does not involve a steeply sloping site.

	a. may have a double-car carport or garage with a maximum internal width of 6m (excluding eaves) that may be constructed closer to the road alignment than the house; b. may include a crossover for the full width of the car accommodation. *Refer to Figure f.* *Note—This acceptable outcome supersedes the street frontage setback requirements in AO5*		
PO14 Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices.	**AO14.1** Development that is within 2m for the storey closest to the ground level or 9m for storeys above, of a neighbouring dwelling house (refer to Figure g) incorporates windows, decks, balconies, terraces or roof decks that: a. are offset from the window of a habitable room in the adjacent dwelling house to limit direct outlook as shown in Figure h; or b. where a window, have: i. sill heights of 1.5m above the floor level of that storey; or ii. are covered by fixed obscure glazing in any part of the window below 1.5m above floor level of that storey; or iii. have fixed external screens; or iv. where at the ground storey, fencing to a height of 1.5m above ground-storey floor level; c. where a deck, balcony, terrace, or roof deck have fixed screening.	✓	Window / deck / balconies / terraces / roof deck screening will comply with AO14.1.
	AO14.2 Development ensures that a roof deck or viewing platform: a. is set back at least 1.5m from the side boundary; b. has a floor level no more than 7m above ground level or 1.5m less than the height of the roof, whichever is less.	✓	Should a roof deck or viewing platform be included in the design and construction of any future dwelling house, it will be done in accordance with AO14.2.

	AO14.3 Development incorporates screening devices that are: a. solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, that are permanently fixed and durable (refer to Figure i and Figure j); b. offset a minimum of 0.3m from the face of the wall around any window. *Note—Screening devices may be hinged to facilitate emergency egress only.*	✓	Screening devices will be installed on the future dwelling houses in accordance with AO14.3
PO15 Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling and excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the surface or roof-water drainage system is managed to prevent water seepage, concentration of run-off or ponding on an adjoining property. *Note—The Queensland Development Code outlines requirements for surface and roof-water drainage systems for Class 1 buildings and Class 10 buildings and structures where a surface or roof-water drainage connection is not required through an adjoining property.*	**AO15** Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling and excavation ensures that if a surface or roof-water drainage system connection is required to be made through an adjoining property, the owner of the adjoining property has provided written permission for the connection.	✓	Where required, adjoining land owner consent will be provided.
If for single-storey adaptable housing constructed to include the adaptable housing elements listed in Table 9.3.8.3.B – Not Applicable			
Section B—If on a lot less than 180m^2 – Not Applicable			

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✓	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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 no less than 1m horizontally to incorporate planting areas.	✓	Where provided, all retaining structures including footings, surface drainage and subsoil drainage will be contained wholly within the site. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	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.	✓	Complies. As above.
	AO2.3	✓	Maintenance free retaining walls will be provided. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

	Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.		
	AO2.4 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 .	✓	Only clean fill will be used on site.
PO3 Development ensures that a rock anchor is designed and constructed to be fit for purpose.	**AO3** Development ensures that a rock anchor: (a) is constructed in accordance with the standards in the Infrastructure design planning scheme policy; (b) where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.	N/A	Not applicable. Rock anchors are not proposed as part of this application.
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.	✓	Should there be any alterations to public services and utilities, the adjustments will meet the standard design specifications of the responsible authority. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO5 Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	**AO5** Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater drainage section of the Infrastructure design planning scheme policy.	✓	The proposal will ensure all flows and subsoil drainage are directed to a lawful point of discharge. Please refer to the Preliminary Engineering Plans and Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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	**AO6** Filling or excavation does not involve the construction of open drainage.	✓	The proposal does not involve the constriction of open drainage. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems. *Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.*			
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.	✓	Where provided, filling and excavation will comply with the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	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. As above.
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.	✓	Onsite earthworks will be completed in such a way that adverse impacts on a sensitive use due to noise and dust are prevented or minimized.
	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.	✓	Onsite earthworks will occur in accordance with AO8.2
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.	✓	Onsite earthworks will be completed in such a way that avoids ground-borne vibrations beyond the boundary of the site.
PO10 Development ensures that heavy trucks hauling material to and from the site do not affect the amenity	**AO10** Development ensures that heavy trucks hauling material to and from the site: (a) occur for a maximum of 3 weeks;	✓	Trucks servicing the development by way of hauling material to and from the site will not affect the amenity of the surrounding area, limiting environmental nuisance.

of established areas and limits environmental nuisance impact on adjacent land.	(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.		
PO11 Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.	**AO11** Development does not involve: (a) excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register; (b) filling with material containing a contaminant.	✓	The proposed development is not located on land occupied by a notifiable activity, or on land listed on the EMR or CLR. Fill will not contain 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) drainage and stormwater to reduce any adverse impacts on the landscape; (d) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised; (e) reticulated irrigation to all artificial growing environments. *Note – the landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.*	**AO12.1** Development provides drainage for artificial growing environments which is connected to the stormwater drain.	✓	Where appropriate, landscaping will be provided in accordance with the guidelines in the landscape design PSP.
	AO12.2 Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternative irrigation sources are utilised and is in compliance with the standards in the Landscape design planning scheme policy.	✓	Where required, irrigation will be provided in compliance with the standard in the Landscape design PSP.
	AO12.3 Development provides areas of pavement, turf, landscaping and mulched garden beds which are drained. *Note – this may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.*	✓	Where required, areas of pavement, turf and mulched garden beds will be drained.
	AO12.4 Development provides a reticulated irrigation system to all landscaping areas in accordance with the landscape design planning scheme policy.	✓	Where required, irrigation will be provided in compliance with the standard in the Landscape design PSP.

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.	✓	The proposed development does not involve the creation of canals or artificial waterways.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✓	Roads and associated pavement, edging and landscaping will be designed and constructed in compliance with the road corridor standards in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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.	✓	Road pavement surfaces will be designed and constructed in compliance with the road corridor standards in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO3 Development provides a pavement edge which is designed and constructed to:	**AO3** Development provides pavement edges which are designed and constructed in compliance with the road	✓	Pavement edges will be designed and constructed in compliance with the road corridor standards in the IDPSP. Please refer to the

(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.	corridor design standards in the Infrastructure design planning scheme policy.		Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO4 Development provides verges which are designed and constructed to: (a) provide safe access for pedestrians clear of obstructions and access areas for vehicles onto properties; (b) provide a sufficient area for public utility services; (c) be maintainable by the Council.	**AO4** Development provides verges which are designed and constructed in compliance with the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	✓	Verges will be designed and constructed in compliance with the road corridor standards in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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. No lane or laneway has been identified over the subject site.
PO6 Development of an existing premises provides at the frontage to the site, if not already provided, the following infrastructure to an appropriate urban standard: (a) an effective, high-quality paved roadway; (b) an effective, high-quality roadway kerb and channel; (c) safe, high-quality vehicle crossings over channels and verges; (d) safe, accessible, high-quality verges compatible and integrated with the surrounding environment;	**AO6** Development of an existing premises provides at the frontage of the site, if not already existing, the following infrastructure to the standard that would have applied if the development involved new premises as stated in the road corridor design standards in the Infrastructure design planning scheme policy: (a) concrete kerb and channel; (b) forming and grading to verges; (c) crossings over channels and verges; (d) a constructed bikeway;	✓	Beckett Road and Kansas Street frontages will follow the infrastructure standards in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

(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.	(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; (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.*	**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.	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport for further details.
PO8	**AO8.1**	✓	Refuse and recycling collection and storage facilities are in accordance with the Refuse PSP.

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.	Development provides refuse and recycling collection and storage facilities in accordance with the Refuse planning scheme policy.		
	AO8.2 Development ensures that refuse and recycling collection and storage location and design do not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development. *Note—Refer to the Refuse planning scheme policy for further guidance.*	✓	It is anticipated that future refuse and recycling collection and storage location and design will not have any adverse impact including odour, noise or visual impacts on the amenity of land uses within or adjoining the development.
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.	✓	The reticulated water and sewer distribution system for all services will be in place before the first use commences. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	AO9.2 Development provides the lot with reticulated water supply and sewerage to a standard acceptable to the distributor–retailer.	✓	The proposal will provide all lots with reticulated water supply and sewerage to a standard acceptable to the distributor-retailer. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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.*	✓	Public utilities and street lighting will be provided to minimize earthworks, avoid crossing waterways, waterway corridors and wetlands. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

✓ Complies
N/A Not Applicable
P/S Performance Solution

	AO10.2 Development provides compatible public utility services and street-lighting services which are co-located in common trenching for underground services.	✓	Public utility and street lighting services will be co-located in common trenching for underground services.
	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.	✓	Public utilities and street lighting will be designed and constructed in compliance with the public utilities standards in the IDPSP.
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.	✓	Electricity, telecommunications and gas (where practicable) will be delivered to the standards of the applicable supplier.
PO12 Development ensures that major public projects promote the provision of affordable, high-bandwidth telecommunications services throughout the city.	**AO12** Development provides conduits which are provided in all major Council and government works projects to enable the future provision of fibre optic cabling, if: (a) the additional expense is unlikely to be prohibitive; or (b) further major work is unlikely or disruption would be a major concern, such as where there is a limited capacity road; or (c) there is a clear gap in the telecommunications network; or (d) there is a clear gap in the bandwidth available to the area. *Editor's note—An accurate, digital 'as built' three-dimensional location plan is to be supplied for all infrastructure provided in a road.*	**N/A**	Not applicable. The proposal is not a Council and/or Government works project.
PO13 Development provides public art identified in a neighbourhood plan or park concept plan which:	**AO13** Development provides public art identified in a neighbourhood plan or park concept plan which is sited	**N/A**	Not applicable. The Bridgeman Downs Neighbourhood Plan nor a park concept plan requires the installation of public art.

(a) is provided commensurate with the status and scale of the proposed development; (b) is sited and designed: (c) as an integrated part of the project design; (d) as conceptually relevant to the context of the location; (e) to reflect and respond to the cultural values of the community; (f) to promote local character in a planned and informed manner.	and designed in compliance with the public art standards in the Infrastructure design planning scheme policy.		
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. (c) Editor's note—Signage is to be in accordance with Local Law Number 1 (Control of Advertisements Local Law).	✓	Where required, public signage will be provided in accordance with AO14.
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.	**N/A**	Not applicable. The proposal is for a residential subdivision
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.	**N/A**	Not applicable. The proposal is for a residential subdivision

(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.	**N/A**	Not applicable. No bridges, tunnels, elevated structures or water access structures are proposed.
PO18 Development provides culverts which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the general surroundings; (c) functionality and easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) future widening; (g) current and future services;	**AO18** Development that provides culverts is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	✓	Where required, culverts will be designed and constructed in accordance with the IDPSP.

(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.*			
PO19 Development provides batters, retaining walls, and seawalls and river walls which are designed and constructed using proven methods, materials and technology to provide for: (a) safety; (b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) minimal whole-of-life cost; (e) longevity; (f) minimal water seepage. Note—All retaining walls and associated elements are to be designed and certified by a Registered Professional Engineer Queensland in accordance with the applicable design standards.	**AO19** Development that provides batters, retaining walls, seawalls and river walls is designed and constructed in compliance with the structures standards in the Infrastructure design planning scheme policy.	✓	Where required, retaining walls and batters will be designed and constructed in accordance with the IDPSP.
If for development with a gross floor area greater than 1,000m2 – Not Applicable			
If for a material change of use or reconfiguring a lot in an urban area (as defined in the Regulation) involving premises that is, or will be, accessed by common private title, where involving buildings, either attached or detached, that are not covered by other legislation mandating fire hydrants – Not Applicable			
Development for major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where not in the Utility services zone precinct of the Special purpose zone – Not Applicable			
Development potentially impacting on major electricity infrastructure and bulk water supply infrastructure identified on the State Planning Policy Interactive Mapping System where the infrastructure is not in the Utility services zone precinct of the Special purpose zone – Not Applicable			

Purpose	Complies	Comments
1. The purpose of the low density residential zone is to provide for: a. a variety of low density dwelling types ; and b. community uses, and small-scale services, facilities and infrastructure, to support local residents.	-	Noted.
2. The purpose of the zone will be achieved through overall outcomes for: a. zone role; b. development location and uses; c. development form.	-	Noted.
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.	✓	Complies. The proposed development supports the implementation of the policy direction set in the Strategic Framework. Notably, the proposal advances Theme 2 and 5 in support of creating residential lots to facilitate Brisbane's outstanding lifestyle in suburban living areas.
Development location and uses overall outcomes are:		
a. Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone.	✓	Complies. The development proposes residential lots which are appropriately sized for their intended use. Future dwelling houses on the residential lots are expected to be predominantly 1 or 2 storeys in height and detached.
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.	N/A	The proposal is for a residential subdivision.
c. Development maintains a low density character in which multiple dwellings are not accommodated.	✓	The proposal seeks to create lots with the future use of residential dwellings only.
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 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.	N/A	The proposal is for a residential subdivision.
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.	N/A	As above.
f. Development for a dwelling unit may occur as part of a non-residential use.	N/A	As above.
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.	✓	The proposal reflects and supports the high level of comfort, privacy and safety reasonably expected within a predominantly low density residential environment.
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.	N/A	The proposal is for a residential subdivision.

✓ Complies
N/A Not Applicable
P/S Performance Solution

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.	N/A	As above.
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.	N/A	As above.
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.	N/A	As above.
l. Development for rooming accommodation accommodates five persons or less.	N/A	As above.
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.	✓	The proposed residential lots seek to reinforce Brisbane's subtropical character of low rise, low density buildings in green landscaped areas.
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.	N/A	The proposal is for a residential subdivision.
c. Development for a dwelling house occurs on appropriately sized and configured lots, and: i. where not on a rear lot, has a minimum lot size of 400m2; ii. where on a rear lot, has a minimum lot size of 600m2; iii. maintains a block pattern that accommodates traditional backyards and large trees.	✓	The proposed lot sizes comply with the requirements in (c).
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.	✓	Future dwellings on the proposed lots are expected to be of size to ensure maximum access to sunlight, daylight and privacy.
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.	✓	Future dwellings on the proposed lots are expected to be consistent with the requirements in (e).
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.	✓	The proposed development responds to the land's constraints and mitigates any adverse impacts on the environment as identified by overlays and/or codes.
g. Development is carried out in an orderly sequence, within the context of the neighbourhood and city.	✓	The proposed development will be carried out in an orderly sequence, within the context of the neighborhood and city.
h. Start of Development is well planned and integrated with surrounding land uses and infrastructure.	✓	The proposed development is integrated with surrounding land uses and infrastructure.

✓ Complies
N/A Not Applicable
P/S Performance Solution

i. Development provides a connected and permeable network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy. Note—A structure plan is to be prepared in accordance with the Structure planning planning scheme policy for development of low density residential zoned land where on a site which is more than 7,000mEnd of inserted textStart of inserted textStart of inserted text2.	✓	As demonstrated in the Reconfiguration Plan, the proposal provides a connected and permeable network of roads and pathways.

Performance outcomes	Acceptable outcomes	Complies	Comments
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			
Section B—If for assessable development for a material change of use – Not Applicable			
Section C—If for assessable development for a material change of use or reconfiguring of a lot			
PO3 Development makes provision for the extension, expansion and widening of the existing and future road network where required.	**AO3** No acceptable outcome is prescribed.	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants for Council's assessment as requested.
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (c) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (d) long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; (e) other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. *Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.* *Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.*	**AO3A** No acceptable outcome is prescribed.	N/A	Not applicable. Trunk infrastructure is not identified as being on / adjacent to the subject site.
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 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: (d) is required to service the development or existing and future urban development in the planning scheme area; or (e) 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.*	**AO4** 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.	✓	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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: safe, efficient and convenient connectivity of the new road to the major road network; a minimum number of intersections to the major road network.	**AO5** Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	✓	The proposed development extends the existing road network, meeting the objectives of the wider road hierarchy and neighbourhood accessibility. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO6 Development ensures that an extension of or change to the road network: (a) provides internal connectivity and connects to the external road network;	**AO6.1** Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	✓	The proposed new road servicing the site will be designed and constructed in accordance with its classification in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

(b) provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; (c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; (d) includes the provision of bus routes that provide ease of access to bus customers; (e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; (f) provides a street layout that minimises travel time and traffic volumes on minor roads; (g) provides high permeability for pedestrian and cycle networks; (h) provides safe accessibility to lots by having more than one street providing access to the area; (i) preserves the function of the road hierarchy and addresses all impacts to the road network.	**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).*	✓	Please refer to the enclosed Traffic Impact Assessment prepared by Pekol Traffic and Transport.
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.	✓	Please refer to the enclosed Traffic Impact Assessment prepared by Pekol Traffic and Transport.
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.	✓	Please refer to the enclosed Traffic Impact Assessment prepared by Pekol Traffic and Transport.

Performance outcomes	Acceptable outcomes	Complies	Comments
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development ***Note—If in the Landscape features sub-category, a plan for the site is to identify the location of any significant landscape tree that meets the criteria of a significant landscape tree of the species and dimensions listed in Table 8.2.19.3.B.*** ***Note—If in the Individual or group significant landscape tree site sub-category or the Significant landscape tree – adjoining site sub-category, a site survey is to identify the location of trees listed in Table 8.2.19.3.C on the site or on the land adjoining the site.***			
PO1 Development: (a) retains incorporates vegetation that has the landscape character values, including visual amenity, shade and cooling, wildlife habitat, subtropical nature, sense of place, social and cultural wellbeing, economic valuation and pollution reduction by a significant landscape tree; or (b) if in the exceptional circumstance where a significant landscape tree cannot be retained, replaces a significant landscape tree with replacement trees which result in no net loss of the tree canopy area within 3 years. *Note—Refer to the vegetation planning scheme policy for additional guidance on measures to protect significant landscape trees and to the exceptional circumstances under which a significant landscape tree may be removed or replaced.*	**AO1** Development: (a) is located outside the tree protection zone of a significant landscape tree; or (b) is only within the tree protection zone of a significant landscape tree where a qualified arborist provides a written certification that the nature of the development activities will not adversely impact on the tree's health and stability. Refer to Figure a. *Note—Refer to AS 4970-2009 Protection of trees on development sites. This standard provides guidance on the care and protection of trees throughout the development process from site analysis, through design stages to final construction.*	✓	Please refer to the enclosed Preliminary Engineering Plans and Tree Retention Plan prepared by JFP Urban Consultants.
Section B—If for assessable development other than for a dwelling house ***Note—If in the Landscape features sub-category, a plan for the site is to identify the location of any significant landscape tree that meets the criteria of a significant landscape tree of the species and dimensions listed in Table 8.2.19.3.B.*** ***Note—If in the Individual or group significant landscape tree site sub-category or the significant landscape tree site – adjoining sub-category, a site survey is to identify the location of trees listed in Table 8.2.19.3.C on the site or on the land adjoining the site.***			

PO2 Development: a) incorporates vegetation that has the landscape character values, including visual amenity, shade and cooling, wildlife habitat, subtropical nature, sense of place, social and cultural wellbeing, economic valuation and pollution reduction provided by a significant landscape tree; or b) if in the exceptional circumstance where a significant landscape tree cannot be retained, replaces a significant landscape tree with replacement trees which result in no net loss of the tree canopy area within 3 years. Note—Refer to the Vegetation planning scheme policy for additional guidance on measures to protect significant landscape trees and to the exceptional circumstances under which a significant landscape tree may be removed and replaced.	**AO2.1** **AO2** Development: a. is located outside the tree protection zone of a significant landscape tree and protects the significant landscape tree by: i. providing any water supply, sewerage, electricity, telecommunications and gas infrastructure alignment that avoids encroachment into the tree protection zone. Refer to Figure a; ii. locating car parking spaces, driveways and other hardstand, soil compacting uses outside the tree protection zone. Refer to Figure a; or b. is only located within a tree protection zone of a significant landscape tree where a qualified arborist provides written certification that the nature of the development activities will not adversely impact on the tree's health, longevity and stability. Note—Refer to AS 4970-2009 Protection of trees on development sites. This standard provides guidance on the care and protection of trees throughout the development process from site analysis, through design stages to final construction.	✓	Please refer to the enclosed Preliminary Engineering Plans and Tree Retention Plan prepared by JFP Urban Consultants.
Section C—If for assessable development for reconfiguring a lot Note—If in the Landscape features sub-category, a plan for the site is to identify the location of any significant landscape tree that meets the criteria of a significant landscape tree of the species and dimensions listed in Table 8.2.19.3.B. Note—If in the Individual or group significant landscape tree site sub-category, the Significant landscape tree – adjoining site sub-category or the Significant landscape tree – vegetation protection order sub-category, a site survey is to identify the location of trees listed in Table 8.2.19.3.C on the site or on the land adjoining the site.			
PO3 Development: • incorporates vegetation that has the landscape character values, including visual amenity,	AO3 Development ensures the subdivision design and development layout protects a significant landscape tree by:	✓	Please refer to the enclosed Preliminary Engineering Plans and Tree Retention Plan prepared by JFP Urban Consultants.

shade and cooling, wildlife habitat, subtropical nature, sense of place, social and cultural wellbeing, economic valuation and pollution reduction provided by a significant landscape tree into the subdivision design and development layout of buildings and infrastructure; or • if in the exceptional circumstance where a significant landscape tree cannot be retained, replaces a significant landscape tree with replacement trees which result in no net loss of the tree canopy area within 3 years. Note—Refer to the Vegetation planning scheme policy for additional guidance on measures to protect significant landscape trees and to the exceptional circumstances under which a significant landscape tree may be removed and replaced.	a. including a significant landscape tree or group of trees: i. in a wider than standard verge in a road reserve; or ii. in the centre of a roundabout in a road reserve; or iii. at the frontage of a proposed lot within the standard 6m setback area; or iv. at the rear of a longer-than-average individual lot; or v. in common property such as communal recreation space or wider than standard accessway in a community title scheme; b. providing any water supply, sewerage, electricity, telecommunications and gas infrastructure alignment that avoids encroachment into the tree protection zone of a significant landscape tree. Refer to Figure a; c. locating car parking, driveways and other hardstand, soil compacting uses outside the tree protection zone. Refer to Figure a. Note—Refer to AS 4970-2009 Protection of trees on development sites. This standard provides guidance on the care and protection of trees throughout the development process from site analysis, through design stages to final construction.		

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
PO2 Development ensures that the stormwater management system and site work does not adversely impact flooding or drainage characteristics of premises which are up slope, down slope or adjacent to the site.	**AO2.1** Development does not result in an increase in flood level or flood hazard on up slope, down slope or adjacent premises.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO2.2 Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO3.2 Development provides a stormwater management system which is designed in compliance with the	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

	standards in 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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO3.4 Where on private land, all underground stormwater infrastructure is secured by a drainage easement.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
PO4 Development provides a stormwater management system which has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments.	**AO4.1** Development provides a stormwater conveyance system which is designed to safely convey flows in compliance with the standards in the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO4.2 Development provides sufficient area to convey run-off which will comply with the standards in the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO6.2 Development providing for stormwater detention and water quality treatment devices are designed in	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

	compliance with the standards in the Infrastructure design planning scheme policy.		
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).*	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	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.*	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

	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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
PO11 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: (a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future up-slope development; (c) implication for adjacent and down-slope development.	**AO11.1** Development with up-slope external catchment areas provides a drainage connection sized for ultimate catchment conditions that is directed to a lawful point of discharge.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	A**O11.2** Development ensures that existing stormwater infrastructure that is undersized is upgraded in compliance with the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
PO12 Development provides stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design flood event; (b) can be safely accessed and maintained cost effectively;	**AO12.1** The stormwater management system is designed in compliance with the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
	AO12.2	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

(c) ensures no structural damage to existing stormwater infrastructure.	Development provides a clear area with a minimum of 2m radius from the centre of an existing manhole cover and with a minimum height clearance of 2.5m.		
PO13 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: (a) the environmental values and water quality objectives of waters; (b) waterway hydrology; (c) the maintenance and serviceability of stormwater infrastructure. *Note—The Infrastructure design planning scheme policy outlines the appropriate measures to be taken into account to achieve the performance outcome.*	**AO13** No acceptable outcome is prescribed.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
Section B—Additional performance outcomes and acceptable outcomes which apply to high-risk development, being one or more of the following: **(a) a material change of use for an urban purpose which involves greater than 2,500m2 of land that:** **(i) will result in an impervious area greater than 25% of the net developable area; or** **(ii) will result in 6 or more dwellings.**			

(b) reconfiguring a lot for an urban purpose that involves greater than 2,500m2 of land and will result in 6 or more lots; (c) operational work for an urban purpose which involves disturbing greater than 2,500m2 of land.			
PO16 Development ensures that the entry and transport of contaminants into stormwater is avoided or minimised to protect receiving water environmental values. Note—Prescribed water contaminants are defined in the Environmental Protection Act 1994. *Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.*	**AO16** Development provides a stormwater management system which is designed in compliance with the standards in the Infrastructure design planning scheme policy.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
PO17 Development ensures that: (a) the discharge of wastewater to a waterway or external to the site is avoided; or (b) if the discharge cannot practicably be avoided, the development minimises wastewater discharge through re-use, recycling, recovery and treatment. *Note—The preparation of a wastewater management plan can assist in demonstrating achievement of this performance outcome.* *Editor's note—This code does not deal with sewerage which is the subject of the Wastewater code.*	**AO17** No acceptable outcome is prescribed.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.
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	**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.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

(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.*			
PO19 Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; (b) for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: (i) trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; (ii) long term infrastructure for the stormwater network which is made necessary by development that is not assumed future urban development; (iii) other infrastructure for the stormwater network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution. Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.	**AO19** No acceptable outcome is prescribed.	✓	Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✓	Verges will be provided in accordance with Table 8.2.20.4.B and the streetscape locality advice and road corridor design standards in the IDPSP. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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.	✓	Where reasonable, relevant and practical, existing street trees will be retained.
	AO2.2 Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	✓	Street tree planting, paving, lighting and verge and kerb treatment will be provided in accordance with the streetscape locality advice and road corridor design standards in the IDPSP.
Section B—If for assessable development			
PO3 Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (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.	**AO3.1** Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	N/A	Not applicable. The subject site is not identified as requiring a corner land dedication.
	AO3.2 Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and	N/A	Not applicable. As above.

	streetscape locality advice standards in the Infrastructure design planning scheme policy.		
	AO3.3 Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	N/A	Not applicable. As above.
If in or on a site adjoining the Wildlife movement solution sub-category – Not Applicable: The subject site does not adjoin a site within the Wildlife movement solution sub-category. – Not Applicable			

Performance outcomes	Acceptable outcomes	Complies	Comments
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** 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.*	✓	Lots are provided in compliance with Table 9.4.10.3.B. Please refer to the Reconfiguration Plan prepared by JPF Urban Consultants.
	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. *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.*	✓	Please refer to the Building Envelope Plan prepared by JFP Urban Consultants.

	AO1.3 Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located: a. across a proposed lot boundary; or b. within a setback required by the planning scheme. *Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or multiple dwelling development. However, dwelling houses including all supporting walls must be wholly contained within a lot.* *Note—The development application may indicate that a building or structure is to be demolished or redesigned pending approval of the reconfiguring of a lot to correct this situation. This is to be carried out before the approval of the subdivision survey plan.* *Note—Where development involves work for walls or structures (other than a fence) on or near to a proposed lot boundary and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding 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.*	**N/A**	Not applicable. Formal title arrangements are not proposed.
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;	**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.	✓	Where required, cut and fill will comply with AO2.1. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways; d. minimise adverse impacts to the utility of existing or proposed transport network elements. e. where involving a lot with an area less than 180m^2: i. do not adversely affect visual character, amenity, privacy, stormwater run-off and drainage of lots within and adjoining the site; ii. provide finished ground levels that facilitate development of the lots for the intended purpose without the need to provide additional retaining walls. *Note—An earthworks plan is required to be submitted to demonstrate compliance with this performance outcome. Note—Where a development footprint plan is required for development involving lots with an area less than 180m^2, the relevant outcomes shown on the development footprint plan must consider the slope of the site and any earthworks that are required as part of the subdivision.*	*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.	✓	Where lots have an area less than 450sqm, they comply with the slope criteria under AO2.2 Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	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: a. less than 1 in 6 on a lot less than 180m^2; or b. less than 1 in 5 on a lot 180m^2 or greater; 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.*	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
	AO2.4 Development does not involve the creation of canals or artificial waterways.	**N/A**	Not applicable. Canals or artificial waterways are not proposed as part of this application.
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:	**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;	✓	Roads, pavement and concrete kerb and channel will be provided in accordance with AO3.1. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.

a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use; c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists; e. at an adequate width, suitable gradient and appropriate construction standard; f. to avoid unreasonable detriment or nuisance to an adjacent premises; g. to preserve the amenity and function of the public realm in accommodating: i. high levels of pedestrian traffic; ii. large subtropical street trees; iii. on-street parking.	c. access to properties for all modes; d. utilities; e. high levels of aesthetics and amenity, improved liveability and future growth; f. a high-quality streetscape; g. a low-maintenance asset with minimal whole-of-life cost. *Editor's note—See Section B for additional requirements where new road is proposed.*		
	AO3.2 Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	✓	Access to each lot is provided in compliance with the standards in the TAPS PSP.
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone;	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

	d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.		
	AO3.4 Development provides safe sight distances at the following locations: a. an access point along the frontage of each lot; b. a junction and an intersection, including corner truncation; c. a pedestrian or cyclist crossing.	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
	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.	✓	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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; f. codes and planning scheme policies that apply to the site.	✓	Where required, land is provided for works for infrastructure and services in compliance with AO4.1. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses	✓	The stormwater system is provided in compliance with AO4.2. Please refer to the Site Based Stormwater Management Plan prepared by JFP Urban Consultants.

	appropriate to the intended use for the locality under the planning scheme.		
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	✓	Where applicable, a corner truncation of each corner of a site with a road frontage has been provided in accordance with the IDPSP. Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
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.*	✓	The proposed lot density, location, arrangement and dimension address the potential impacts on the normal occupation of the lot for its intended residential use. Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: Not Applicable **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.			
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving: **a. 10 or more lots; or** **b. road reserve or new road; or** **c. cycle or pedestrian routes.**			
PO9 Development ensures that the transport network and all its component elements is designed to: a. facilitate the efficient and cost-effective provision and maintenance of infrastructure; b. deliver the intended functional outcome of each element; c. have a clear hierarchical structure using the existing network classification; d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks. *Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.* *Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.*	**AO9** Development provides a transport network that: a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through: i. the Road hierarchy overlay map; ii. the Bicycle network overlay map; iii. the Streetscape hierarchy overlay map; iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site; v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council; c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy. *Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.* *Note—This outcome can be demonstrated through an application that:*	✓	The proposed development provides a transport network in compliance with AO9. Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

	• *is accompanied by sufficient information (including computer modelling input and output data) to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;* • *is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.*		
PO10 Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that: a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks; b. are safe, suitably shaded and embellished, attractive and efficient; c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes; d. provide routes that are on areas of least slope and avoid potential hazards such as flooding; e. run predominantly along public spaces including streets or parks that are fronted by dwellings; f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night; g. are widened at potential vehicle conflict points. *Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.* *Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.*	**AO10.1** Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that: a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies. *Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.*	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
	AO10.2 Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m;	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

	ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. *Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.* *Note—A minimum of 50% of any park frontage should be to a minor road.*		
PO11 Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including: a. safe and efficient movement of users, including vehicles, cyclists and pedestrians; b. vehicle parking; c. access to properties, including accommodation of the largest design service vehicle; d. construction and maintenance of public utilities; e. landscaping, street trees and shading; f. safety and visibility; g. integrated pedestrian and cyclist movement and safety; h. noise reduction; i. required design vehicles; j. utility services.	**AO11** Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	✓	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
PO12 Development provides a road network that: a. includes a minor road network that creates convenient and safe movement between uses and to major roads; b. positively contributes to and enhances the bicycle network and streetscape hierarchy;	**AO12.1** Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.	✓	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
	AO12.2 Development provides a minor road frontage for a minimum 50% of any park edge where involving new	**N/A**	Not applicable. The subject site does not have frontage to a park.

c. caters for the expected vehicle, pedestrian and cyclist use; d. utilises geometry consistent with the standards relevant for the road hierarchy; e. provides safe vehicular access to each lot where direct lot access is allowed; f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths; g. provides safe pedestrian and cyclist crossings; h. minimises the need for earthworks; i. provides minor roads adjoining and overlooking the public parks network; j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas; k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.	park or adjoining the site of an existing or approved park. **AO12.3** Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	✓	The proposed development continues the existing road network. Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.
PO13 Development provides connected road, pedestrian and bicycle networks.	**AO13** Development involving new road ensures that a no through road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport,	✓	The proposed development continues the existing road network. Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.

	access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day. *Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.*		
PO14 Development maximises opportunities to provide on-street car parking where: a. in compliance with the intended function of the road; b. taking into consideration kerb space requirements for: i. bus stops, passenger set down, servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.	**AO14** Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.	**N/A**	Where required, on-street car parking can be provided in accordance with AO14.
PO15 Development provides intersection designs that ensure: a. safety, efficient function and visibility for vehicles, pedestrians and cyclists; b. verge areas that provide sufficient space for safe pedestrian movement;	**AO15** Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	✓	Intersections are provided in compliance with the IDPSP. Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

c. sufficient space for infrastructure and traffic management.			
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	**AO16** Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	**N/A**	Not applicable. Given the nature of the proposed development, bus infrastructure is not proposed in this instance.
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	**AO17** Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. *Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.*	**N/A**	Not applicable. It is not anticipated the proposal will be used by more than 1,000 vehicles per day.
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 7,000m^2 in the Low density residential zone or Low-medium 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 350m^2 where not associated with a material change of use or in accordance with an approved building, if in a zone other than the Low-medium density residential zone.** *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.*			
PO18 Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure: a. the lot frontage of all residential lots is within: i. 400m walking distance from a local park, community hub or other central focal point to	**AO18.1** Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following:	✓	Please refer to the Structure Plan prepared by JFP Urban Consultants.

create a strong and positive neighbourhood identity; ii. 800m walking distance of a local shop and services; b. the greatest intensity of development is within 400m walking distance from: i. a centre other than a Neighbourhood centre; ii. high frequency public transport; c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site; d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods; e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods; f. centrally located parks; g. sites are provided for community activities, services and facilities and utilities; h. integrated development with compatible surrounding development approvals and established residential areas; i. the outcomes of neighbourhood plans are delivered; j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process. *Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.*	i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy. *Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient.*		
	AO18.2 Development likely to generate significant pedestrian movements provides a layout with a: a. maximum street block length of 220m; b. maximum street block depth of 80m; c. mid-block pedestrian pathway: i. every 150m of street block length or part thereof where a street block length exceeds 200m; ii. providing a minimum 5m wide direct line of sight between the link ends.	✓	Please refer to the Reconfiguration Plan prepared by JFP Urban Consultants.

Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.			
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	**AO19.1** Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. *Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome*	✓	Please refer to the Environmental Impact Assessment prepared by Range Environmental for further details.
	AO19.2 Development integrates heritage or character buildings with community facilities or shared facilities.	✓	Not applicable. No heritage or character buildings are currently on-site.
PO20 Development provides a layout that supports pedestrian access to public transport services by locating: a. a high proportion of dwellings close to public transport stops; b. higher density residential development close to transport stops; c. non-residential or high trip-generating uses immediately proximate to transport stops.	**AO20** Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
PO21 Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.	**AO21.1** Development provides lots that are generally designed and positioned to locate: a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%; b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
	AO21.2 Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan	✓	Please refer to the enclosed Building Envelope Plan prepared by JFP Urban Consultants.

	private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.		
PO22 Development provides a range of lot sizes and types mixed in one location and located on any street frontage that: a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan; b. is consistent with the surrounding lot character; or c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities. *Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.*	**AO22.1** Development provides a range of lot sizes that comply with: a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site. *Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.*	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
	AO22.2 Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.

	c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. *Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.* *Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.*		
PO23 Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of: a. site access opportunities or restrictions; b. positive streetscape or park interface opportunities; c. opportunities to locate near transport stops or on transport routes; d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses; e. development interfaces and land use transitions to residential uses.	**AO23** Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located: a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point; b. on the end of street blocks or corners; c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station; d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.	**N/A**	Not applicable. No non-residential lots are proposed.
PO24 Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	**AO24.1** Development where providing lots for multiple dwellings: a. facilitates direct pedestrian and vehicle access to ground-floor dwellings; b. locates lots: i. on corner sites; or ii. at the ends of street blocks; or	**N/A**	Not applicable. No multiple dwellings are proposed.

	iii. where they have dual frontage. *Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.*		
	AO24.2 Development ensures that a lot that is less than 350m^2 or with a frontage width less than 10m: a. is located mid-block or adjacent to a park where there is dual frontage; b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions; c. if serviced by a rear lane, the lane is no longer than 60m in length.	N/A	Not applicable. No lots less than 350sqm are proposed.
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
PO25 Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions: a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; b. to maximise outdoor private space, privacy and amenity; c. to provide convenient on-site vehicle access and parking.	**AO25.1** Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
	AO25.2 Development with lots less than 600m^2 provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.	✓	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	**AO26** Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	N/A	Not Applicable. No land for park is proposed.

Section C2—Detailed performance outcomes and acceptable outcomes for a small lot, excluding lots less than 180m²: **a. not complying with the dimensions in Table 9.4.10.3.B; or** **b. with a frontage width of less than 10m.**			
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, associated ancillary structures and site access without adversely impacting the: a. intended character of a locality; b. quality of the public realm and the provision of street trees; c. availability of on-street car parking; d. natural, character or heritage features of the lot. *Note—A performance outcome for a small lot that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	**AO27.1** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a development footprint plan: a. formed by the acceptable outcomes for side and rear boundary setbacks for a dwelling house in compliance with the Dwelling house (small lot) code; b. 3m to the primary street frontage or the least setback of an adjoining dwelling, wherever is greater; c. 1.5m to any secondary street frontage where for a corner lot; d. 3m to any private open space on an existing or proposed adjoining small lot. *Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.* *Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code.*	✓	Please refer to the enclosed Building Envelope Plan prepared by JFP Urban Consultants.
	AO27.2 Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m² principle private open space with a minimum dimension of 4m. *Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	✓	Please refer to the enclosed Building Envelope Plan prepared by JFP Urban Consultants.

	Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.		
	AO27.3 Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. *Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	✓	Please refer to the enclosed Building Envelope Plan prepared by JFP Urban Consultants.
	AO27.4 Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking; b. maximises opportunities for street tree planting and on-street car parking. *Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*	**N/A**	No lots with a frontage less than 10m is proposed.
Section C3—Additional performance outcomes and acceptable outcomes for a lot less than 180m^2 – Not Applicable			
Section C4—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			
Section C5—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 – Not Applicable 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.			
Section C6—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			
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
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 – Not Applicable *Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.*

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Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development is designed: a. to include a technically competent and accurate response to the transport and traffic elements of the development; b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy; c. to ensure the efficient operation and safety of the development and its surrounds. Note—The acceptable outcome and performance outcome can be demonstrated through a development application that: • is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy; • ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.	**AO1** Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	Complies	The proposed development has been designed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy. Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
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	Not applicable. The proposed development 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 proposed development has been designed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy. Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

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	AO3.2 Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	**Complies**	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
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**	Pedestrian pathways will be provided as part of this development to provide connectivity. Please refer to the enclosed Preliminary Engineering Plans prepared by JFP Urban Consultants.
	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.	**Complies**	Please refer to the enclosed Preliminary Engineering Plans prepared by JFP Urban Consultants.
	AO4.3 Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	**Complies**	Please refer to the enclosed Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO5 Development provides secure and convenient bicycle parking which: a. for visitors is obvious and located close to the building's main entrance; b. for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; c. is easily and safely accessible from outside the site; d. does not impact adversely on visual amenity; e. does not impede the movement of pedestrians or other vehicles; f. is designed to comply with a recognised standard for the construction of bicycle facilities. Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO5.1** Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable**	Not applicable. The application is for a residential subdivision only. No on-site bicycle parking is proposed.
	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**	Not applicable. The application is for a residential subdivision only. No on-site bicycle parking is proposed.
	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**	Not applicable. The application is for a residential subdivision only. No on-site bicycle parking is proposed.
	AO5.4 Development provides visitor bicycle parking which does not impede pedestrian movement.	**Not Applicable**	Not applicable. The application is for a residential subdivision only. No on-site bicycle parking is proposed.
	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**	Not applicable. The application is for a residential subdivision only. No on-site bicycle parking is proposed.

✓ Complies
N/A Not Applicable
P/S Performance Solution

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PO6 Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users. Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.	**AO6** Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable**	Not applicable. The application is for a residential subdivision only
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 pathways will be provided as part of this development to provide connectivity. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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 pathways will be provided as part of this development to provide connectivity. Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO9 Development provides access driveways in the road area that are located, designed and controlled to: a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists; b. ensure the amenity of adjacent premises, from impacts such as noise and light.	**AO9.1** No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	**Not Applicable**	Not applicable. The proposed development is not considered 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 the road area to the lowest order road to which the site has frontage.	**Complies**	Please refer to the enclosed Reconfiguration Plan prepared by JFP Urban Consultants.
	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**	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
	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**	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
	AO9.5 Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	**Complies**	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.

✓ Complies
N/A Not Applicable
P/S Performance Solution

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PO10 Redevelopment provides for: a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; b. the reinstatement of adjacent footpaths.	**AO10** No acceptable outcome is prescribed.	**Complies**	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
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**	Please refer to the Traffic Impact Assessment prepared by Pekol Traffic and Transport.
	AO11.2 Development ensures that convex mirrors are only used in a site: a. as a secondary support at access driveways; b. in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
PO12 Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.	**AO12** Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy. Note—For 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.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
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.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
PO14 Development ensures that the number of car parking spaces and design of the car parking area:	**AO14.1** Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.

✓ Complies
N/A Not Applicable
P/S Performance Solution

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a. meet the combined design peak parking demand for residential, visitor and business parking; b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands. Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.	**AO14.2** Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
PO15 Development provides a car park layout which allows for on-site vehicle parking that: a. is clearly defined, safe and easily accessible; b. is designed to contain potential adverse impacts within the site; c. does not detract from the aesthetics or amenity of an area; d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact; e. is consistent with safe and convenient pedestrian and cyclist movement.	**AO15** Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
PO16 Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	**AO16** Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by: a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas; b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings; c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages; d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit; e. including way-finding cues; f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas. Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
PO17	**AO17** Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:	**Not Applicable**	Not applicable. The application is for a residential subdivision only.

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Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	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.		
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**	Not applicable. The application is for a residential subdivision only.
PO19 Development layout provides for services which: 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.	**AO19.1** Development ensures that a service bay provided on site: a. is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; b. is located away from street frontages and screened from adjoining premises.	**Not Applicable**	Not applicable. The application is for a residential subdivision only.
	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.	**Complies**	Please refer to the Traffic Impact Assessment prepared by JFP Urban Consultants.
	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.	**Complies**	Please refer to the Preliminary Engineering Plans prepared by JFP Urban Consultants.
PO20 Development provides service vehicle access routes to and from the site which minimise the impact on: a. amenity and safety in residential areas; b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	**AO20** Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.	**Complies**	Please refer to the enclosed Traffic Impact Assessment prepared by JFP Urban Consultants.
If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensioned vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development) Choose an item.			
PO21 Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:	**AO21.1** Development which is freight-dependent development is located on a site which:	**Not Applicable**	Not applicable. The application is for a residential subdivision only.

PERFORMANCE CRITERIA AND ACCEPTABLE SOLUTIONS

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

Performance outcomes	Acceptable outcomes	Complies	Comments
Section A—If in the Transport air quality corridor A sub-category			
PO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility minimises the impact of road traffic air pollutants on the health and wellbeing of an occupier of the development through: (a) adequate separation from the road; or (b) provision of ducted mechanical ventilation with supply of clean outdoor air.	AO1 Development for a multiple dwelling, residential care facility, rooming accommodation where accommodating 6 people or more, or retirement facility: (a) is set back to the greater of the requirements of any use code or the minimum separation distance, measured in the horizontal and vertical planes (refer to Figure a), from the kerb as specified in Table 8.2.23.3.B; or (b) is installed with ducted mechanical ventilation for the supply of outdoor air in compliance with AS 1668.2-2002: The use of ventilation and air conditioning in buildings - Mechanical ventilation in buildings, and: (i) locates the mechanical ventilation outdoor air intakes at least the minimum distance, measured in the horizontal and vertical planes (refer to Figure b), from the kerb as specified in Table 8.2.23.3.B; or (ii) includes filtration of outdoor air to a minimum performance standard of F6 or minimum efficiency reporting value (MERV) 9. *Editor's note—MERV rating system (in accordance with the American Society of Heating, Refrigeration and Air-Conditioning) and the F rating system (in accordance with AS 1324.1-2001 Air filters for use in general ventilation and airconditioning - Application, performance and construction) are measures used to describe the efficiency with which particulate filters remove particles of a specified size from an airstream. The higher the MERV designation, the better the removal efficiency, particularly for smaller particles.*	N/A	Not applicable. The development is for a residential subdivision only.
PO2	**AO2**	N/A	Not applicable. The development is for a residential subdivision only.

Development for a childcare centre meets the air quality (planning) criteria in Table 8.2.23.3.C, to ensure that users are not exposed to harmful air pollutant levels. Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.	Development for a childcare centre ensures that a habitable room and any covered or uncovered outdoor activity area is located at least the minimum horizontal and vertical distances specified in Table 8.2.23.3.B.		
Section B—If in the Transport air quality corridor B sub-category			
PO3 Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including: a. maintaining gaps between buildings at 7m or higher; b. variation in the building facade, in addition to balconies; c. varying the building shape and form from that of neighbouring buildings; d. significant vegetation between the road and the building. Note—A transport air quality corridor report prepared in accordance with the Transport air quality corridor planning scheme policy can assist in demonstrating achievement of this performance outcome.	**AO3** Development at 7m or higher is set back at least 20m from the kerb.	N/A	Not applicable. The development is for a residential subdivision only.
Section C—If within the Tunnel ventilation stack sub-category – Not Applicable			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.	**AO1** Development ensures that each dwelling: (a) has a balcony or outdoor recreation area shielded by the building from direct transport noise; or (b) with a balcony exposed to transport noise has a solid gap-free balustrade.	N/A	Not applicable. The proposed development is for a residential subdivision only.