BCC DS
LODGED
16/07/2026
APPLICATION REF
A007068329

9.4.10 Subdivision code

9.4.10.1 Application

1. This code applies to assessing reconfiguring a lot if:
    a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9), reconfiguring a lot (section 5.6) or an overlay (section 5.10); or
    b. impact assessable development, to the extent relevant.

Note—This code applies to all aspects of reconfiguring a lot, ranging from a single site where no road is created to a new residential community, as well as other types of reconfiguring a lot.

Editor's note—Reconfiguring a lot involving only the subdivision of 1 lot into 2 lots is subject to the regulated categories of development and assessment in section 5.4, if in a zone in the Residential zones category or in a zone in the Industry zones category. In this instance, the Reconfiguring a lot (subdividing one lot into two lots) and associated operational works code, being a requirement under the Regulation will also apply.

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

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

Note—Where buildings are approved, they and the land they are on can be separately titled either in freehold or other title forms. The provisions in this code relating to reconfiguring a lot of existing or approved buildings do not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category. A dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the Residential zones category is always to remain as a sole lot by any title or tenure. A reconfiguring a lot proposal that does separate these components of a dwelling house and includes them on individual title is inappropriate and incompatible development and is highly unlikely to be supported. This ensures that the expectation of residents for a high standard of residential amenity is protected.

Note—If reconfiguring a lot is proposed in conjunction with a development application for a use or uses that require assessment, the development application for the reconfiguring a lot will not be approved until the development application for the intended change of use has been determined.

Note—This code may be applied in conjunction with or subsequent to a material change of use and the sealing of a plan of subdivision may be subject to matters relating to the material change of use.

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

- biodiversity areas, guidance and requirements are provided in the Biodiversity areas planning scheme policy;
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy;
- infrastructure design and construction works, guidance is provided in the Infrastructure design planning scheme policy;
- refuse and recycling, guidance is provided in the Refuse planning scheme policy;
- structure plan preparation, guidance is provided in the Structure planning planning scheme policy;
- transport, access, parking or servicing, standards and guidelines are provided in the Transport, access, parking and servicing planning scheme policy;
- significant vegetation, guidance is provided in the Vegetation planning scheme policy;
- climate-responsive subtropical design of buildings or outdoor spaces, guidance is provided in the Subtropical building design planning scheme policy.

9.4.10.2 Purpose

1. The purpose of the Subdivision code is to regulate development for reconfiguring a lot.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:
        i. landscape and built form character, environmental and other values of the site or locality;

ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;
iii. amenity of intended uses and existing surrounding residential uses;
iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.

b. Development for reconfiguring a lot results in lots and an arrangement of lots that:
   i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;
   ii. accommodate lawful uses;
   iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;
   iv. are arranged and configured to complement the pattern of development in the locality;
   v. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.
c. Development for reconfiguring a lot under the *Land Title Act 1994* and the *Body Corporate and Community Management Act 1997* occurs in a manner that achieves good urban design outcomes.
d. Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.
e. Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.
f. Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.
g. Development for reconfiguring a lot provides infrastructure and services that:
   i. comply with the relevant standards in the planning scheme;
   ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;
   iii. maximise the quality and utility of the public realm.

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot		
PO1	**AO1.1**	Complies with AO1.1

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.	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. **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.	Proposed Lot 1 (corner lot) is 390m² with minimum frontage width of 20m to Holland Road and 11m to Contay Street. Proposed Lot 2 is 300m² with frontage width of 9.9m to Contay Street and capable to accommodate the minimum development rectangle of 6m x15m Not Applicable to AO1.2

	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.	Complies with AO1.3
PO2 Development creates useable lots that: a. do not rely on excessive cut and fill; b. do not intrude into areas of waterway and environmental significance; c. ensure any cutting, filling, retaining walls and earthworks: i. minimise adverse impacts to vegetation, natural features and topography; ii. avoid adverse impacts on coastal	**AO2.1** Development ensures that any cutting, filling, retaining walls and earthworks: a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either: i. a single level change; or ii. any step in a series of level changes. b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary; c. limits cut and fill to less than 1m in height for construction of transport network elements. Note—Development may be required to accommodate cutting, filling,	Not Applicable to AO2.1

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.	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.	Performance Outcome to A02.2 / PO2 The long axis slope (east to west) is 1:11 in lieu of 1:15 which is the natural topography of the site. The existing dwelling is being retained (rotated) and can be accommodated on the existing grade without earthworks.
	AO2.3 Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site. Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.	Complies with A02.3 The site is all less than 1:5 prior to development.
	AO2.4 Development does not involve the creation of canals or artificial waterways.	Not Applicable with A02.4
PO3 Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed: a. in compliance with the road corridor design standards in the Infrastructure design	**AO3.1** Development provides roads, pavement and concrete kerb and channel that provide for: a. design and construction in accordance with the road hierarchy; b. safe travel for pedestrian, cyclists and vehicles; c. access to properties for all modes;	Complies with A03.1

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.	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.	Complies with A03.2
	AO3.3 Development provides each lot with access to a public road other than a major road, that is: a. direct; or b. via a formal access arrangement that is: i. registered on a title over another lot; or ii. a reciprocal access easement; or iii. over common property; iv. located as far away as practicable from an existing or proposed dwelling; v. compliant with the road corridor design standards in the Infrastructure design planning scheme policy; c. the width specified: i. in the Transport, access, parking and servicing planning scheme policy where an access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or ii. in Table 9.4.10.3.B where in any other zone; d. compliant with the standard vehicle type requirements for the zone and zone precinct	Complies with A03.3 Access to both lots is to Contay Street, which is a minor road.

	applicable to the site and intended use.	Complies with A03.4
	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.	The corner has an existing truncation.
	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.	Performance Outcome to A03.5/P03 The proposed crossover is 9.1m from the corner of Contay Street and Holland Road (which is a major intersection). However the crossover is located on the eastern side of the road, meaning it fronts traffic existing Contay Street with over 50m of sight distance on approach. The more critical restrictions would apply to the western side of Contay Street with traffic exiting Holland Road.
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.	Complies with A04.1
	AO4.2 Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient	Complies with A04.2

	capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	
	AO4.3 Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is: a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or b. a 6m long by 3 equal chord truncation if a minor road.	Not Applicable with A04.3 The corner has an existing truncation.
PO5 Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	**AO5** Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by: a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; b. avoiding the hazard; or c. mitigating hazard impacts, including through buffers, structures or other necessary measures. Note—Overlays and neighbourhood plans provide information about potential risks and hazards and how to address them. However, the planning scheme may not reflect risks and hazards determined as part of the analysis of the site and its surrounds and assessment of the development or changed circumstances or those associated with: • contaminated land; • transport noise corridors on State-controlled roads and the rail network. The Queensland Government's Contaminated land register and Environmental management register should be consulted regarding contaminated land. The State Planning Policy Interactive Mapping System should be consulted regarding transport noise corridors.	Complies with A05
Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving: a. rearranging the boundaries of a lot; or b. volumetric format plan subdivision; or		

c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.		
PO6 Development ensures that any rearrangement of a lot boundary: a. does not create additional lots; b. wholly contains infrastructure and services within the lot they serve; c. results in lots having a dimension, arrangement and size that maintains or improves consistency with the: i. character intended for the locality; ii. outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO6** No acceptable outcome is prescribed.	Not Applicable to PO6
PO7 Development ensures that volumetric format plan subdivision and any associated statutory easements: a. facilitate efficient development; b. ensure reasonable and practical access to services, facilities and infrastructure appropriate to the current and any intended future use of the premises; c. are in accordance with an existing development approval or approved building; d. are consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.	**AO7** No acceptable outcome is prescribed.	Not Applicable to PO7
PO8 Development ensures that a subdivision involving 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories, provides for the: a. different lot design requirements that are applicable to the zones, zone precincts,	**AO8.1** Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant. **AO8.2**	Not Applicable to AO8.1 – AO8.3

neighbourhood plans and overlays and applicable to the site; b. lawful uses intended for the site and the locality.	Development includes separation, buffers, management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	
	AO8.3 Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	
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;	Not Applicable to AO9

	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: • 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	**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	Not Applicable to AO10.1 and AO10.2

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.	design planning scheme policy, where in the road reserve or through a park. **AO10.2** Development provides pathway links outside the road corridor that: a. comply with the Infrastructure design planning scheme policy; b. incorporate key elements of crime prevention through environmental design, including: i. having a maximum length of 40m; ii. providing a direct line of sight between ends of the link; iii. connecting between the road network and the park where development is located between them. Note—For guidance in achieving the key elements of crime prevention through environmental design, 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	**AO11** Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.	Not Applicable to AO11

and safety; h. noise reduction; i. required design vehicles; j. utility services.		
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; 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.	**AO12.1** Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy. **AO12.2** Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park. **AO12.3** Development provides road network that: a. is generally orientated on a modified grid pattern that allows for topographic constraints; b. facilitates the following orientation wherever possible: i. generally north-south roads, to allow lots to have their long axes typically orientated east-west; ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.	Not Applicable to AO12.1 – AO12.3
PO13 Development provides connected road, pedestrian	**AO13** Development involving new road ensures that a no through	Not Applicable to AO13

and bicycle networks.	road is included only where: a. physical features obstruct road network continuity; b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity; c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road; d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy; e. if for residential development, a no through road: i. accommodates a maximum of 200 vehicle movements per day; ii. provides a visible manoeuvring area from the no through road entrance; iii. is no longer than 150m. 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,	**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.	Not Applicable to AO14

servicing and traffic control devices; ii. street trees and landscaping; iii. street furniture and public signage; iv. utilities and other infrastructure.		
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; c. sufficient space for infrastructure and traffic management.	**AO15** Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.	Not Applicable to AO15
PO16 Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.	**AO16** Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	Not Applicable to AO16
PO17 Development provides a transport network that is: a. designed to operate safely for users, pedestrians and cyclists; b. ensures emergency access or evacuation in emergencies.	**AO17** Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day. Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.	Not Applicable to AO17
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 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. 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 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	**AO18.1** Development is designed and sited in compliance with: a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following: i. integration, connection and relationship of the site with surrounding land uses; ii. roads, pathways, bicycle and public transport stops and stations; iii. character and environmental values and development constraints; iv. parks and key destinations such as centres and community facilities; or b. a structure plan prepared in accordance with the Structure planning planning scheme policy. 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.	Not Applicable to AO18.1 and AO18.2 The proposed dwelling meets the acceptable outcomes of the Dwelling House (Small Lot) Code.

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. Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.		
PO19 Development ensures that the layout retains and responds to: a. physical features such as topography, natural drainage systems and significant vegetation; b. existing heritage or character buildings; c. adjoining existing uses and the transport and public park networks.	**AO19.1** Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas. Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome **AO19.2** Development integrates heritage or character buildings with community facilities or shared facilities.	Performance Outcome to AO19.1 / PO19 One small street tree is removed to accommodate the new crossover to Contay Street. Complies with AO19.2
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;	**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.	Not Applicable to AO20 The orientation of the parent lot is existing.

c. non-residential or high trip-generating uses immediately proximate to transport stops.		
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. **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 private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	Not Applicable to AO21.1 and AO21.2
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	Not Applicable to AO22.1 and AO22.2

	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. **AO22.2** Development fronting an existing or proposed road provides: a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone; b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone; c. if adjoining land in the Residential zones category or the Emerging community zone: i. a consistent lot character; ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of 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	**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	Not Applicable to AO23

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.	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.	
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 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.	Not Applicable to AO24.1 – AO24.3
	AO24.3 Development provides for larger lots located on corners or at the end of T-intersections.	

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. **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.	Not Applicable to AO25.1 and AO25.2
PO26 Development provides land for park purposes that is well distributed and located and is consistent with: a. the nature of surrounding parks; b. the needs of occupants and visitors; c. the safety and connection to the transport network.	**AO26** Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.	Not Applicable to AO26
Section C2—Detailed performance outcomes and acceptable outcomes for a small lot: a. not complying with the dimensions in Table 9.4.10.3.B; or b. with a frontage width of less than 10m.		
PO27 Development ensures that each small lot is of a suitable size, frontage width and configuration to enable the development of a dwelling house, 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.	**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;	Not Appliable to A027.1 The lots comply with Table 9.4.10.3.B

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*.	d. 3m to any private open space on an existing or proposed adjoining small lot. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. Note—The development footprint plan does not override the Dwelling house (small lot) code other than to the extent provided for in that code. **AO27.2** Development where a small lot and not complying with the dimensions in Table 9.4.10.3.B provides a minimum of 16m^2 principle private open space with a minimum dimension of 4m. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code. **AO27.3** Development locates the development footprint plan so that no more than 6 dwelling houses in a row provide for co-located built to boundary walls. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*. **AO27.4** Development where a small lot with a frontage width of less than 10m provides a development footprint plan demonstrating that any vehicle parking areas, access or driveway is in a location that: a. minimises impacts to existing street trees and on-street car parking;	Not Applicable to A027.2 The lots comply with Table 9.4.10.3.B Not Applicable to A027.3 Complies with A027.4 Proposed Lot 1 features the retention of an existing (rotated) pre-war house so does not require a DFP. Proposed Lot 2 frontage is 9.96m (in lieu of 10m) which is an extremely minor performance outcome and a DFP is not considered necessary.

	b. maximises opportunities for street tree planting and on-street car parking. Note—This acceptable outcome requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	
Section C3—Additional performance outcomes and acceptable outcomes if involving reconfiguring a lot in a zone in the Industry zones category or the Extractive industry zone		
PO28 Development provides a lot layout plan that: a. facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic; b. minimises impacts to existing or potential incompatible land uses.	**AO28.1** Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street. **AO28.2** Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	Not Applicable to AO28.1 – AO28.2
PO29 Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	**AO29** Development provides lots that are arranged to: a. provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area; b. be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.	Not Applicable to AO29
PO30 Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots that: a. are of a size that facilitates a variety of industrial and industry compatible land uses; b. are not subdivided or otherwise fragmented	**AO30** Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	Not Applicable to AO30

into unviable lot sizes.		
Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.		
PO31 Development: a. facilitates the integration of centre and mixed uses with adjacent uses and features; b. complements and enhances existing or proposed public spaces; c. ensures minimum impact on the amenity of adjacent and nearby areas; d. provides for reasonable buffers between any existing or potential incompatible land uses.	**AO31** No acceptable outcome is prescribed.	Not Applicable to PO31
Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan		
PO32 Development provides a lot design that protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy. Note—This performance outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and the *Land Act 1994*.	**AO32** Development identifies a development footprint plan or building envelope plan for each lot and demonstrates that lot design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration that: a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites; b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure; c. does not further fragment viable rural land. Note—This acceptable outcome requires identification of a development footprint plan or building envelope plan. A development footprint plan or building envelope plan will form part of a development approval and may be	Not Applicable to AO32

	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*.	
PO33 Development provides vehicular access that is: a. available to each lot or building envelope area; b. does not result in the loss of ecological features, significant vegetation and koala habitat trees. Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.	**AO33** Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement. Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the *Land Title Act 1994* and *Land Act 1994*.	Not Applicable to AO33
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		
PO34 Development does not result in: a. the use of a premises being impaired or made unlawful; b. dependent activities of a use becoming separated by titling; c. the functioning of the relevant development approval being compromised. Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component. Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes. Note—In some instances it is appropriate to allow for reconfiguring	**AO34.1** Development ensures: a. the use of premises remains lawful; b. development remains in compliance with planning and building standards and development approvals. **AO34.2** Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	Not Applicable to AO34.1 and AO34.2

a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled. Reconfiguration of an existing use does not materially change the nature of the existing approval.		
If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997* Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.		
PO35 Development involving common property under the *Body Corporate and Community Management Act 1997*, provides residential lots that have an appropriate area and dimensions: a. for siting and constructing the intended building and any ancillary outbuilding and structure; b. for the provision of private open space, vehicle access and parking; c. that are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site. 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.	**AO35** No acceptable outcome is prescribed	Not Applicable to AO35
PO36 Development provides internal access ways and driveways that: a. are designed to clearly indicate the function of the access way; b. provide acceptable levels of access, functionality, safety, amenity and convenience	**AO36.1** Development for the purposes of residential development or the residential components of development, provides lots that are of a size and dimension to accommodate the following: a. internal access ways that are designed in compliance with Table 9.4.10.3.C;	Not Applicable to AO36.1 and AO36.2

for users, as well as catering for car parking facilities.	b. internal driveways serving a single dwelling that are a maximum of 3m wide; c. driveways serving more than 3 lots that are at least 4m wide. **AO36.2** Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	

Table 9.4.10.3.B—Minimum lot dimensions and size of a lot

Note—This table provides minimum lot size and dimensions information and does not amend the categories of development and assessment. Consult the tables of assessment in Part 5 for applicable categories of development and assessment.

Table 9.4.10.3.B Part 1—Standard lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width (m)
If in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone			
Development of a residential lot	450	14 x 20	15

Table 9.4.10.3.B Part 2—Small lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width & minimum frontage (m)
If in the Low density residential zone			
Development for a residential lot	400	9 x 15	10

Where average lot size is 400m^2 for the development (calculated excluding rear lots) and all lots comply with minimum rectangle dimension and average lot width requirements	350	6 x 15	10
Where any part of the lot frontage is within 200m walking distance of any part of the lot frontage of a site or sites in a zone in the Centre zones category with a combined site area of more than 2,000m^2	300	6 x 15	7.5
If in the Character zone precinct of the Character residential zone			
Development of a residential lot	Not applicable		
If in the Infill housing zone precinct of the Character residential zone			
Development of a residential lot	300	6 x 15	7.0
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	300	6 x 15	7.5
If in the 2 storey mix zone precinct of the Low-medium density residential zone			
Development of a residential lot	260	6 x 15	7.0
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	260	6 x 15	7.5
If in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone			
Development of a residential lot	260	6 x 15	7.0
Where adjoining the side boundary of a lot 400m^2 or greater and vehicle access is from a secondary frontage (typically a rear lane)	260	6 x 15	6.5
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	260	6 x 15	7.5
If in the Up to 3 storeys zone precinct of the Low-medium density residential zone			
Development of a residential lot	180	6 x 15	6.5

Where adjoining the side boundary of a lot 400m^2 or greater and vehicle access is from a secondary frontage (typically a rear lane)	180	6 x 15	6.0
Where adjoining the side boundary of a lot 400m^2 or greater containing an existing dwelling house	180	6 x 15	7.5
If in the Emerging community zone			
Development of a residential lot	350 (2)	9 x 15	10
Where a proposed dwelling house lot and an adjoining lot on a side boundary is 400m^2 or greater	350 (2)	6 x 15	7.5
Where a proposed dwelling house lot and all adjoining lots are smaller than 400m^2	350 (2)	6 x 15	6.0

Table 9.4.10.3.B Part 3—Rear lots in the Low density residential zone, Character residential zone, Low-medium density residential zone and Emerging community zone

Zone or Zone precinct	Minimum lot size (m^2) (1)	Minimum rectangle dimension (m)	Average lot width (m)
If in the Low density residential zone or Character zone precinct of the Character residential zone			
Development of a residential lot	600 (3)	14 x 20	15
If in the Infill housing precinct of the Character residential zone			
Development of a residential lot	450 (3)	9 x 15	10
If in the Low-medium density residential zone or Emerging community zone			
Development of a residential lot	350 (3)	6 x 15	10

Notes applying to Table 9.4.10.3.B Parts 1, 2 and 3—

(1) Minimum lot size is calculated including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot.

(2) Minimum lot size is an average lot size for the development (calculated excluding all lots greater than 900m^2 and including only those lots intended for a dwelling house) provided all lots comply with minimum

rectangle dimension requirements.

(3) The minimum lot size is calculated excluding the access way to a rear lot or the area of any easement that also serves as an access way.

Table 9.4.10.3.B Part 4—All other zones

Zone or South East Queensland Regional Plan area	Minimum lot size (m^2) - standard lot and (rear lot) (1)	Minimum rectangle dimension (m)	Average lot width (m)	Minimum access way width (m) for rear lot
If in the Rural residential zone				
Development of a lot	10,000 (10,000)	14 x 20	40	7.5
If in the Medium density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the High density residential zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in a zone in the Centre zones category				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Mixed use zone				
Development of a lot	800 (800)	18 x 20	20	7.5
If in the Extractive industry zone or General industry C zone precinct of the Industry zone				
Development of a lot	100,000 (100,000)	80 x 100	200	15
If in the General industry B zone precinct of the Industry zone				
Development of a lot	2,000 (2,000)	20 x 40	25 (40)(3)	7.5
If in the General industry A zone precinct of the Industry zone				

Development of a lot	1,000 (1,000)	18 x 30	25 (25)[3]	7.5
If in the Low impact industry zone				
Development of a lot	1,000 (1,000)	18 x 30	25 (25)[3]	7.5
If in the Industry investigation zone				
Development of a lot	100,000 (40,000)	80 x 100	100	15
If in the Special industry zone				
Development of a lot	100,000 (100,000)	80 x 100	100	15
If in the South East Queensland Regional Plan Urban Footprint where not in the above zones				
Development of a lot	100,000 (100,000)	50 x 80	Not specified	10
If in the South East Queensland Regional Plan Regional Landscape and Rural Production Area[4]				
Development of a lot	1,000,000 (1,000,000)	50 x 80	Not specified	10

Notes applying to Table 9.4.10.3.B Part 4—

[1] The minimum lot size is calculated:
- including the land area of an easement in favour of Council or truncation to be dedicated as road at the time the lot is created, provided the minimum rectangle dimension is accommodated within the balance area of the lot;
- excluding the access way to a rear lot or the area of any easement that also serves as an access way.

[2] The minimum rectangle dimension excludes any area required for fire management or a bushfire management footprint plan.

[3] The distance in brackets is the minimum frontage to a major road shown in the Road hierarchy overlay.

[4] Subdivision of land within the South East Queensland Regional Landscape and Rural Production Area must comply with Schedule 10 of the *Planning Regulation 2017*. A minimum lot size of 100ha applies unless the subdivision meets an exemption as described in the *Planning Regulation 2017*.

Table 9.4.10.3.C—Design of access ways in community title development

Minimum carriageway width	6.5m
Minimum total access way reserve	10m

Minimum verge width	1.5m
Footpath	1.5m
Cul-de-sac design for service vehicle	3 point turn
Kerb and channel	Required

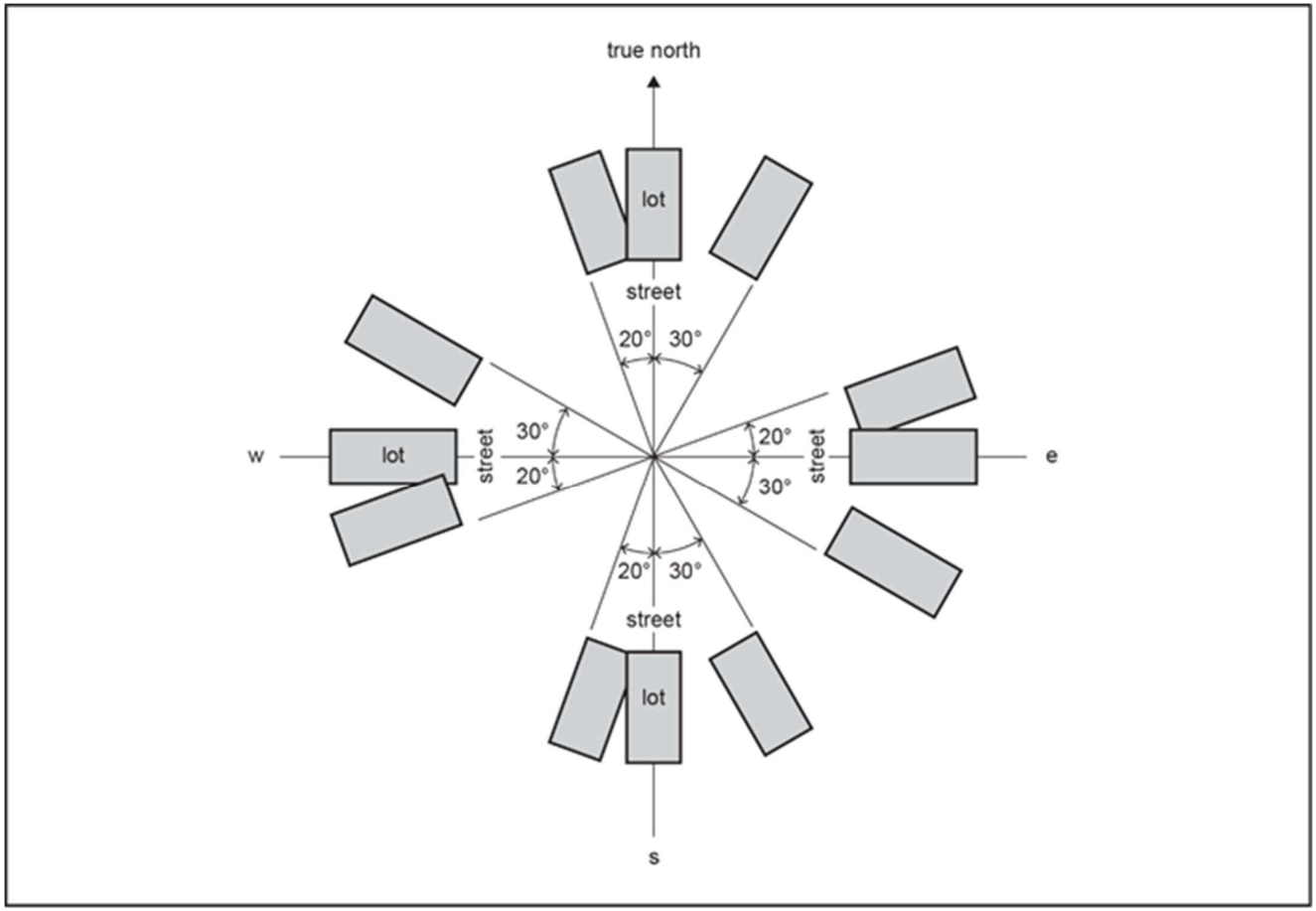

Figure a—Preferred orientation for long axis of lots

View the high resolution of Figure a—Preferred orientation for long axis of lots

8.2.21 Traditional building character (demolition) overlay code

8.2.21.1 Application

1. This code applies to assessing development in the Traditional building character overlay, if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    c. impact assessable development.
2. Land in the Traditional building character overlay is identified on the Traditional building character overlay map and is included in the following sub-categories:
    a. Neighbourhood character sub-category;
    b. Local character significance sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to traditional character or traditional building character, guidance is provided in the Traditional building character planning scheme policy.

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

8.2.21.2 Purpose

1. The purpose of the Traditional building character (demolition) overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
        ii. Theme 5: Brisbane's CityShape and Element 5.5 — Brisbane's Suburban Living Areas.
    b. Provide for the assessment of the suitability of building work for the demolition, removal or repositioning of a building or structure if any part of the building or structure was substantially constructed in 1946 or earlier, in the Traditional building character overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development protects residential buildings constructed in 1946 or earlier that individually or collectively contribute to giving the areas in the Traditional building character overlay their traditional character and traditional building character.
    b. Development protects buildings constructed prior to 1911 by limiting demolition or removal to only where a building is structurally unsound.

c. Non-residential character buildings that provide or have provided in the past, services to the community, are protected where they contribute to the traditional character of the locality and form part of a character streetscape comprising character buildings constructed in 1946 or earlier nearby in the street and within the Traditional building character overlay.
d. Development protects a residential building or a part of a building constructed in 1946 or earlier where it forms a part of a character streetscape comprising residential dwellings constructed in 1946 or earlier nearby in the street within the Traditional building character overlay.
e. Development retains a residential building constructed in 1946 or earlier that reflects the traditional building character other than 'timber and tin' architecture.
f. Development ensures that a dwelling house moved onto, or repositioned within a small lot is consistent with the requirements for houses on a small lot.
g. Development permits demolition or removal of post-1946 residential buildings or structurally unsound buildings.
h. Development ensures that, in conjunction with the Traditional building character (design) overlay code, residential buildings constructed in 1946 or earlier in the Traditional building character overlay are retained and redevelopment complements the traditional building character of buildings constructed in 1946 or earlier.

8.2.21.3 Performance outcomes and acceptable outcomes

Table 8.2.21.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
Section A—Partial demolition of a building constructed in 1946 or earlier		
General		
PO1 Development involving partial demolition of traditional elements, detailing and materials constructed in 1946 or earlier does not diminish traditional building form and roof styles, where: a. forward of the highest and rearmost ridge of the roof; or b. on the side elevation of the building where on a corner lot. Note—Where demolition results in the loss of integral components, assessment against Section B of this code is also required.	**AO1.1** Development ensures that the building does not lose integral components such as feature roof forms and side verandahs. **AO1.2** Development involving partial demolition does not result in a narrow building which has a width-to-height proportion out of character with the residential buildings constructed in 1946 or earlier in the street within the Traditional building character overlay.	Complies with A01.1
Additional performance outcomes and acceptable outcomes if a pre-1911 building		

PO2 Development ensures that the building does not lose integral components such as roof shape and pitch or verandahs that contribute to its traditional building character.	**AO2** Development retains the parts of the building constructed prior to 1911.	Not Applicable to AO2
Additional performance outcomes and acceptable outcomes if in the City west neighbourhood plan area or the Spring Hill neighbourhood plan area or the Sherwood—Graceville district neighbourhood plan area where not in the Westside character precinct		
PO3 Development ensures that: a. significant elements that contribute to the character of buildings constructed in 1946 or earlier are retained if they can be seen from the primary street frontage; b. the proposed partial demolition does not affect the view of the original structure from the street. Note—Elements include roof form, external walls, building core, verandahs, external openings and decorative detailing.	**AO3.1** Development retains the building in its original form, proportions and external components, including: a. the front walls and the roof form and side walls beyond, at least as far back as the ridge of the rearmost gable in a gable roof house or the primary ridge for a hipped roof house; b. original doors and windows and their size, proportions and materials; c. side and front verandahs including balustrading and decorative details. **AO3.2** Development retains the front door to the house as the main entrance in its original location and proportion. Note—The extent of any partial demolition is to be identified in plan and elevation drawings.	Not Applicable to AO3.1 and AO3.2
Additional performance outcomes and acceptable outcomes if in the Bulimba district neighbourhood plan area		
PO4 Development involving partial demolition or refurbishment of a residential building constructed in 1946 or earlier as part of refurbishment or extension work does not diminish the traditional building character elements of the building.	**AO4** Development complies with an engineering report prepared by a Registered Professional Engineer Queensland which certifies that all works proposed whether permanent or temporary will ensure the	Not Applicable to AO4

	structural adequacy of the building at all phases of building work. Note—The extent of any partial demolition is to be identified in plan and elevation drawings.	
Section B—Demolition or removal of a building constructed in 1946 or earlier		
General performance outcomes and acceptable outcomes if not in the Latrobe and Given Terraces neighbourhood plan area or the City west neighbourhood plan area or the Spring Hill neighbourhood plan area		
PO5 Development involves a building which: a. does not represent traditional building character; or b. is not capable of structural repair; or c. does not contribute to the traditional building character of that part of the street within the Traditional building character overlay.	**AO5** Development involves a building which: a. has been substantially altered or does not have the appearance of being constructed in 1946 or earlier; or b. an engineering report prepared by a Registered Professional Engineer Queensland which certifies that the building is structurally unsound and not reasonably capable of being made structurally sound; or c. if demolished will not result in the loss of traditional building character; or d. is in a section of the street within the Traditional building character overlay that has no traditional character. Note— For the purpose of this code, comparative analysis of an existing dwelling constructed in 1946 or earlier against the current timber framing standards is not considered to demonstrate 'structurally unsound'.	Not Applicable to AO5
Additional performance outcomes and acceptable outcomes if a pre-1911 building		
PO6 Development involves a building which is not capable of structural repair.	**AO6** Development involves a building which a Registered Professional Engineer Queensland certifies is structurally	Not Applicable to AO6

	unsound and not reasonably capable of being made structurally sound. Note— For the purpose of this code, comparative analysis of an existing dwelling constructed in 1946 or earlier against the current timber framing standards is not considered to demonstrate 'structurally unsound'.	
Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category		
PO7 Development involves a building which: a. does not represent traditional building character; or b. is not capable of structural repair; or c. is not a building constructed in 1946 or earlier.	**AO7.1** Development involves a building which has been substantially and irreversibly altered or does not have the appearance of being constructed in 1946 or earlier. **AO7.2** Development involves a building which: a. has an appearance that cannot practically be reinstated to that of a building constructed pre-1911 or in 1946 or earlier; or Note—In making a determination as to whether the appearance of a building constructed in 1946 or earlier can be reinstated, Council will require information to be submitted with any development application addressing the practicalities of a development: • opening up enclosed front and/or side verandahs; • removing enclosures under the front section of the building; • removing fibro, stucco or metal cladding to underlying weatherboards or chamferboards; • replacing aluminium windows with timber windows; • reinstating verandah elements. b. an engineering report prepared by a Registered Professional Engineer Queensland certifies is structurally unsound and not reasonably capable of being made structurally sound; or c. is located in the Hawthorne centre precinct of the Bulimba district neighbourhood plan and is not a character non-residential building.	Not Applicable to AO7.1 – AO 7.2

Additional performance outcomes and acceptable outcomes if in the Latrobe and Given Terraces neighbourhood plan area or the City west neighbourhood plan area or the Spring Hill neighbourhood plan area		
PO8 Development involves a building which is not capable of being structurally repaired.	**AO8** Development involves a building which a Registered Professional Engineer Queensland certifies is structurally unsound and not reasonably capable of being made structurally sound. Note— For the purpose of this code, comparative analysis of an existing dwelling constructed in 1946 or earlier against the current timber framing standards is not considered to demonstrate 'structurally unsound'.	Not Applicable to AO8
Section C—Repositioning or raising a building or structure (not including any building work to enclose underneath a building) if any part of the building or structure was substantially constructed for residential purposes in 1946 or earlier		
PO9 Development involving the repositioning of a residential building or structure that straddles more than one lot, onto one small lot: a. does not detract from: i. the traditional setting of the dwelling houses constructed in 1946 or earlier nearby in the street within the Traditional building character overlay; ii. the traditional scale of the components of the street within the Traditional building overlay; b. does not impact on the amenity or privacy of adjoining residents; c. provides adequate open space, screening and noise attenuation from the street.	**AO9** Development involving the repositioning of a residential building or structure constructed in 1946 or earlier on a small lot results in setbacks that comply with the building envelope requirements of the Dwelling house (small lot) code, other than where AO10.2 in this code varies the front building setback. Editor's note—Where not on a small lot, repositioning must not result in an unlawful structure regulated by the *Building Act 1975*.	Complies with A09 The pre-war dwelling will be positioned on a small lot post reconfiguration. The dwelling complies with the requirement of the Dwelling House (Small Lot) Code with a 6m front setback, 2.5m secondary frontage setback, 2.7m and 7m side setbacks, and 36% site cover. A copy of the Dwelling House (Small Lot) Code response is attached in Appendix D with the assessment benchmark responses.
PO10	**AO10.1**	Performance Outcome P010

Development ensures that the siting and orientation of a residential building on a lot: a. is complementary to the traditional setting of a dwelling house constructed in 1946 or earlier nearby in the street; b. does not diminish the streetscape character components of the original street to which the building was orientated within the Traditional building character overlay; c. does not result in a building being isolated from a streetscape within the Traditional building character overlay or a streetscape that exhibits traditional character.	Development involving a residential building remains orientated to face its existing street frontage in a manner consistent with a dwelling house constructed in 1946 or earlier on adjoining lots. **AO10.2** Development retains the residential building within 20% of the front setback of a neighbouring dwelling house constructed in 1946 or earlier.	The development proposes a performance outcome to A010.1 / P010. This performance outcome is fully addressed in Section 6.9 of the Planning Report. Complies with A0102 The retained dwelling maintains street setbacks consistent with adjoining pre-war dwellings.
PO11 Development involving raising a building constructed in 1946 or earlier is consistent with and complements the predominant traditional scale, proportion and setting of residential buildings constructed in 1946 or earlier nearby in the street. Refer to Figure a.	**AO11** Development involving raising a dwelling house constructed in 1946 or earlier results in a building height that does not exceed: a. the building height requirements contained in any relevant neighbourhood plan; or b. 9.5m otherwise.	Not Applicable to AO11 The proposal does not involve raising the existing dwelling.
Additional criteria in the Latrobe and Given Terraces neighbourhood plan area		
PO12 Development ensures that: a. Low set houses remain of a low set appearance; b. if raising a building, the height increase does not alter the overall effect of the floor area to the street level.	**AO12** Development maintains the height relationship of an existing floor area to street level.	Not Applicable to AO12

Figure a—Prevailing eave height above ground level of buildings constructed as dwelling houses in 1946 or earlier

View the high resolution of Figure a—Prevailing eave height above ground level of buildings constructed as dwelling houses in 1946 or earlier

8.2.22 Traditional building character (design) overlay code

8.2.22.1 Application

1. This code applies to assessing development in the Traditional building character overlay, if:
    a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    b. impact assessable development.
2. Land in the Traditional building character overlay is identified on the Traditional building character overlay map and is included in the following sub-categories:
    a. Neighbourhood character sub-category;
    b. Local character significance sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to traditional character or traditional building character, guidance is provided in the Traditional building character planning scheme policy.

Editor's note—A useful guide to renovating and extending character buildings is the Council brochure Looking After the Queensland House.

8.2.22.2 Purpose

1. The purpose of the Traditional building character (design) overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
        ii. Theme 5: Brisbane's CityShape and Element 5.5 — Brisbane's Suburban Living Areas.
    b. Provide for the assessment of the suitability of development in the Traditional building character overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development reflects or strengthens the traditional character and traditional building character through compatible form, scale, materials and detailing;
    b. Development retains and complements a precinct of houses constructed in 1946 or earlier.

8.2.22.3 Performance outcomes and acceptable outcomes

Table 8.2.22.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
If in the Low-medium density residential zone or the Character residential zone, where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short-term accommodation, where not in the Local character significance sub-category		
PO1 Development retains buildings constructed in 1946 or earlier in its original setting and complements nearby buildings in the street built in 1946 or earlier.	**AO1.1** Development ensures that any building constructed in 1946 or earlier which is retained is sited at the front of the site at the street frontage. **AO1.2** Development for a building which is not on a rear lot is set back from any road alignment, excluding eaves, awnings, stairs and garage, within 20% of the average front setback of the nearest residential buildings constructed in 1946 or earlier fronting the same street. Note—Additional buildings by way of infill development may be set further back on this site, subject to meeting other code requirements. Where the site contains a building constructed in 1946 or earlier, it should be retained at the front of the site and any new infill placed behind/beside. Sliding a building constructed in 1946 or earlier back with infill at the front of the site is not consistent with desired traditional setting outcomes.	Complies with AO1.1 All pre-war elements of the existing house are being retained. The proposal is for relocation and rotation of the existing house only. Complies with AO1.2 The new proposed setbacks are consistent with the other houses on Contay Street and the requirements of the Dwelling House (Small Lot) Code.
PO2 Development for a garage does not dominate the street frontage or gardens and complements the traditional setting of residential buildings constructed in 1946 or earlier nearby in the street.	**AO2.1** Development for a garage is set back from any road alignment in a position similar to garages located on sites of dwelling houses constructed in 1946 or earlier located nearby in the street. **AO2.2** Development for a garage is integrated into any dwelling house such that it does not dominate the composition of the house or dominate the streetscape. Refer to Figure a. Note—Not applicable to a dwelling house on a rear lot.	Complies with PO2 The proposed double carport is located within the front setback however, it is consistent with other carports on the street.
PO3	**AO3**	Not Applicable to AO3

Development has a building form and bulk which complements the predominant traditional scale of a dwelling house constructed in 1946 or earlier nearby in the street.	Development for a new building or an extension to an existing building uses breaks in form to present as small components similar in scale to that of existing dwelling houses constructed in 1946 or earlier nearby in the street. Refer to Figure b.	The proposal is not for a new building or extension. It only involves the relocation and rotation of the existing dwelling.
PO4 Development has a building form which complements the traditional building form and traditional elements, detailing and materials of a residential building constructed in 1946 or earlier nearby in the street.	**AO4.1** Development includes a solid core with attached or integrated lightweight verandah or balcony structure addressing the street. **AO4.2** Development ensures that different floor levels are distinguished in the streetscape through the expression of external elements on the upper and lower levels.	Complies with AO4.1 – AO4.4 All pre-war elements of the existing house are being retained. The proposal is to relocation and rotate the existing house.
	AO4.3 Development for a building which is located at the front of the site, provides habitable space, verandahs and windows that are orientated towards the street. Refer to Figure c.	
	AO4.4 Development for a dwelling house does not provide for the ground storey to project forward of the upper floor verandah or balcony structure.	
PO5 Development provides external elements and detailing which: a. reflect traditional elements and detailing and materials; b. reduce building bulk; c. form a transition with the external landscape.	**AO5** Development provides external elements such as lightweight verandahs and stairs, eaves, overhangs, sunhoods, lattice screens, balustrades and batten panels which: a. reflect those of dwelling houses constructed in 1946 or earlier nearby in the street; b. are sufficient to cast shadows; c. provide three-dimensional effects.	Complies with AO5 External elements are existing and consistent with the adjoining houses

	Refer to Figure d.	
PO6 Development uses: a. materials which reflect the traditional materials used predominantly in residential buildings constructed in 1946 or earlier nearby in the street; b. external materials which reflect the architectural themes of residential buildings constructed in 1946 or earlier, reduce building bulk and form a transition with the external landscape.	**AO6.1** Development uses traditional materials consistent with the predominant traditional materials of the dwelling houses constructed in 1946 or earlier fronting the same street. **AO6.2** Development uses roof materials similar to the roof materials on dwelling houses constructed in 1946 or earlier nearby in the street. **AO6.3** Development ensures that: a. for dwelling houses lightweight materials predominate; b. if masonry is used, it is rendered or painted and used in conjunction with other more lightweight materials, in order to define the upper and lower levels.	Complies with AO6.1 – AO6.3 External elements are existing and consistent with the adjoining houses
PO7 Development provides roof forms which complement traditional roof styles of residential buildings constructed in 1946 or earlier that are located nearby in the street in terms of roof pitch and proportion.	**AO7.1** Development provides roof forms which are one or more of a combination of pyramids, hips or gables of similar pitch and proportions to those of dwelling houses constructed in 1946 or earlier nearby in the street. **AO7.2** Development includes eaves that are of similar proportions to eaves on dwelling houses constructed in 1946 or earlier nearby in the street.	Complies with AO7.1 and AO7.2 External elements are existing and consistent with the adjoining houses
Additional performance outcomes and acceptable outcomes if in the Character residential zone where for a dwelling house, dual occupancy, multiple dwelling, retirement facility, rooming accommodation, or short term accommodation, where not in the Local character significance sub-category		
PO8	**AO8**	Complies with AO8

Development has a building height and bulk which reinforces the natural topography and complements the predominant 'traditional scale' of residential buildings constructed in 1946 or earlier nearby in the street.	Development, if in a sloping street where the rhythm of the stepping levels and eaves is characteristic of the streetscape created by dwelling houses constructed in 1946 or earlier, has a building height and roof and eave levels that continue the rhythm and maintain that stepping. Refer to Figure e.	
Additional performance outcomes and acceptable outcomes in the Latrobe and Given Terraces neighbourhood plan area		
PO9 Development ensures that: a. low-set houses remain of a low-set appearance; b. if raising a building, the height increase does not alter the overall effect of the floor area to the street level.	**AO9** Development maintains the height relationship of an existing floor area to street level.	Not Applicable to AO9
PO10 Development for a building is designed with appropriate detailing for the period of the building.	**AO10.1** Development ensures that a verandah incorporates historically appropriate detailing for the period of the building. Editor's note—A good example is located at 212 Given Terrace. **AO10.2** Development does not replace suspended awnings typical from the 1920s onwards with post-supported awnings.	Not Applicable to AO10.1 and AO10.2
Additional performance outcomes and acceptable outcomes if a pre-1911 building where in the Latrobe and Given Terraces neighbourhood plan area		
PO11 Development involving an alteration or addition conserves the traditional building character and does not obscure or is not otherwise insensitive to the traditional building fabric.	**AO11.1** Development involving an alteration or extension is located: a. at the rear of the premises; or b. on the street frontage only if set further back than the existing building line or is separated from the	Not Applicable to AO11.1 and AO11.2

	traditional building fabric by a significant recession in the wall and roof planes. **AO11.2** Development ensures that traditional construction materials and methods are retained in any existing traditional building fabric and used to reinstate the original components that have been removed and that are proposed to be replaced.	
Additional performance outcomes and acceptable outcomes if in the Sherwood—Graceville district neighbourhood plan area where not in the Westside character precinct		
PO12 Development ensures that: a. the traditional backyard pattern and character of the area is maintained, with a proportion of the site set aside for open space rather than built structures; b. the subtropical nature of the area is enhanced, with building bulk limited to allow for the flow of breezes and for sunlight into open space and living areas; c. private open space is of a suitable size and proportion to cater for the active recreation needs of residents of all age groups, and provides space for service functions such as clothes drying; d. rear boundary setbacks provide sufficient clearance to enable useable private open space; e. the site design allows for the retention of large trees and provides substantial areas for landscaping consistent with the established traditional landscape character of the area.	**AO12.1** Development has a minimum area of private open space: a. of 100m^2 or 30% of the site, whichever is the greater; b. with a minimum dimension of 3m. **AO12.2** Development has a minimum rear boundary setback of 6m. **AO12.3** Development ensures that: a. mature trees in backyard areas are retained; b. a minimum of 1 tree capable of growing to a height of over 4m is provided for every 7m of the average lot width. **AO12.4** Development is designed to integrate the retention of existing trees within the front setback.	Not Applicable to AO12.1 – AO12.4

PO13 Development involving an extension or addition to a dwelling house constructed in 1946 or earlier: a. does not compromise the traditional character of the house; b. retains the original roof form of the dwelling house constructed in 1946 or earlier as viewed from the street and does not dominate the original roof form.	**AO13** Development involving an extension or addition is: a. not located in front of the existing dwelling house constructed in 1946 or earlier or otherwise obscure its visibility from its street frontage; b. smaller in scale and bulk than the existing character building; c. in the form of a pavilion with a separate roof form and an enclosed link to the original house. Refer to Figure f.	Not Applicable to AO13
PO14 Development involving building-in underneath a dwelling house constructed in 1946 or earlier: a. retains the original form and features of the dwelling house; b. recesses the lower level street elevation behind the upper level of the street elevation.	**AO14.1** Development has a maximum building height of 2 storeys. **AO14.2** Development involving building-in underneath a dwelling house constructed in 1946 or earlier, ensures the lower facade: a. incorporates a batten frieze to minimise the visual impact of new built-in areas underneath; b. is set back for the full depth of all open or enclosed verandahs on the upper level above, in line with the original external wall; c. is set back 1m from the upper level of the front exterior wall if there is no verandah, where visible from the street.	Not Applicable to AO14.1 – AO14.4
	AO14.3 Development uses changes or recesses in materials to define the upper and lower levels and sections of the building to visually reduce bulk. Refer to Figure g.	
	AO14.4 Development for a dwelling house provides access to the first floor by external stairs on the front elevation.	

PO15 Development for a new infill building is consistent with the scale of a dwelling house constructed in 1946 or earlier in the street.	**AO15** Development has a maximum building height of 2 storeys.	Not Applicable to AO15
PO16 Development for a car parking structure and an associated area does not dominate the appearance or landscape setting of the house when viewed from the street. Refer to Figure a and Figure h.	**AO16.1** Development for a car parking structure which is: a. located forward of the front facade of the dwelling house is a single carport that is limited to a maximum width of 3.5m with no garage doors; b. a double-car width car parking structure, whether located at the side or underneath the house, is: i. a maximum total width of 6m; ii. if there is no verandah, recessed a minimum of 1m behind the front facade of the house; iii. if there is a verandah, either open or enclosed, is recessed for the full depth of any of the verandah, in line with the original external wall above. **AO16.2** Development involving a driveway or parking area: a. uses a minimum of 50% permeable surfaces such as car tracks, sleepers, pavers and gravel interspersed with soft landscaping; b. does not use large expanses of bitumen and concrete.	Not Applicable to AO16.1 – AO16.3
	AO16.3 Development ensures that the maximum driveway crossover width is 3.5m.	
PO17	**AO17** Development involving front and return side fences forward of the building are:	Not Applicable to AO17

Development involving a fence which is visible from the street is low and transparent and complements traditional fencing styles in the area.	a. a maximum height of 1.2m; b. of a timber paling or wire construction that complements the traditional character of the streetscape; c. at least 20% transparent.	
Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category		
PO18 The design of new residential development complements the traditional building character of the area.	**AO18.1** Development uses traditional materials consistent with the predominant traditional materials of residential buildings constructed in 1946 or earlier, nearby in the street. **AO18.2** The design of new residential buildings reflects, but need not replicate, the character elements of existing dwelling houses constructed in 1946 or earlier, nearby in the street.	Not Applicable to AO18.1 and AO18.2
PO19 Development for a garage does not dominate the appearance or landscape setting of the dwelling house when viewed from the street.	**AO19** Development for a garage where located forward of the front facade of a dwelling house consists of a carport with a maximum width of 3.5m and: a. is open on all sides; b. has no gates or roller doors; c. has a roof line which complements and enhances the traditional character of the dwelling house and the streetscape; d. has a maximum driveway crossover width of 3.5m.	Not Applicable to AO19
PO20 Development involving a fence does not dominate views from the street and complements traditional fencing styles in the area.	**AO20** Development involving a front and return side fence forward of the main building is: a. a maximum height of 1.2m;	Not Applicable to AO20

	b. constructed of materials which complement the period and style of the main building; c. at least 50% transparent.	
Additional performance outcomes and acceptable outcomes if in the Local character significance sub-category where on a site containing a residential building constructed in 1946 or earlier		
PO21 Development involving an extension or addition to a residential building constructed in 1946 or earlier: a. does not compromise the traditional building character of the building; b. retains the original roof form of the building constructed in 1946 or earlier as viewed from the street and does not dominate the original roof form.	**AO21.1** Development involving an extension or addition to a residential building: a. is not located in front of the existing building constructed in 1946 or earlier or otherwise obscure its visibility from its street frontage; b. is smaller in scale and bulk than the existing building; c. comprises roof forms of similar pitch and proportions to those dwelling houses constructed in 1946 or earlier nearby. **AO21.2** Development retains open verandahs that face the street.	Not Applicable to AO21.1 and AO21.2
PO22 Development involving building-in underneath a residential building constructed in 1946 or earlier: a. is consistent with the scale, form and height of nearby dwelling houses constructed in 1946 or earlier or the predominant scale, form, height and rhythm of dwelling houses constructed in 1946 or earlier in the street; b. recesses new ground storey enclosures in line with the main building core.	**AO22** Development involving building-in underneath a residential building constructed in 1946 or earlier: a. is set back either: i. for the full depth of all open or enclosed verandahs on the upper level above, in line with the original external wall; or ii. 1m from the upper level of the front exterior wall where there is no verandah; b. is screened with a vertical batten frieze to minimise the visual impact of new built-in areas underneath; c. uses timber or concrete stumps on those areas of the house that are visible from the street.	Not Applicable to AO22

Figure a—An example where garages dominate the appearance of the house when viewed from the street

View the high resolution of Figure a—An example where garages dominate the appearance of the house when viewed from the street

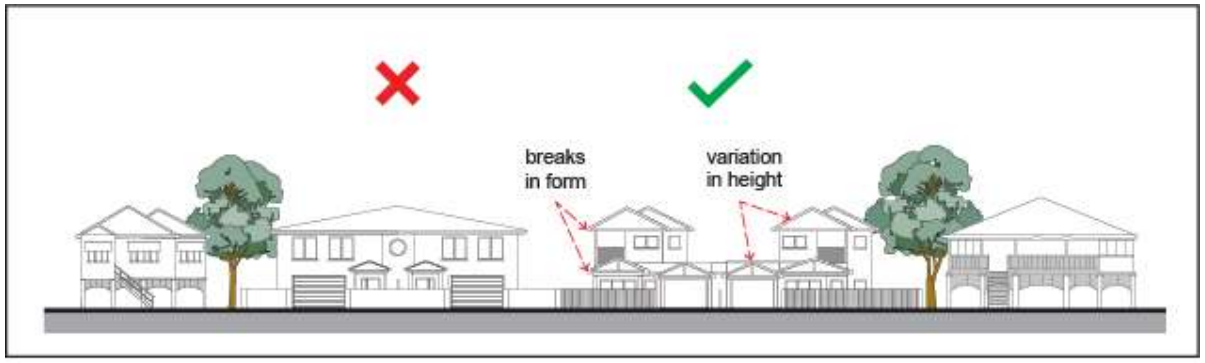

Figure b—This example uses one larger building designed to complement traditional scale: variations in height and composition of the one building as two individual parts to reinforce the traditional scale of the street

View the high resolution of Figure b—This example uses one larger building designed to complement traditional scale: variations in height and composition of the one building as two individual parts to reinforce the traditional scale of the street

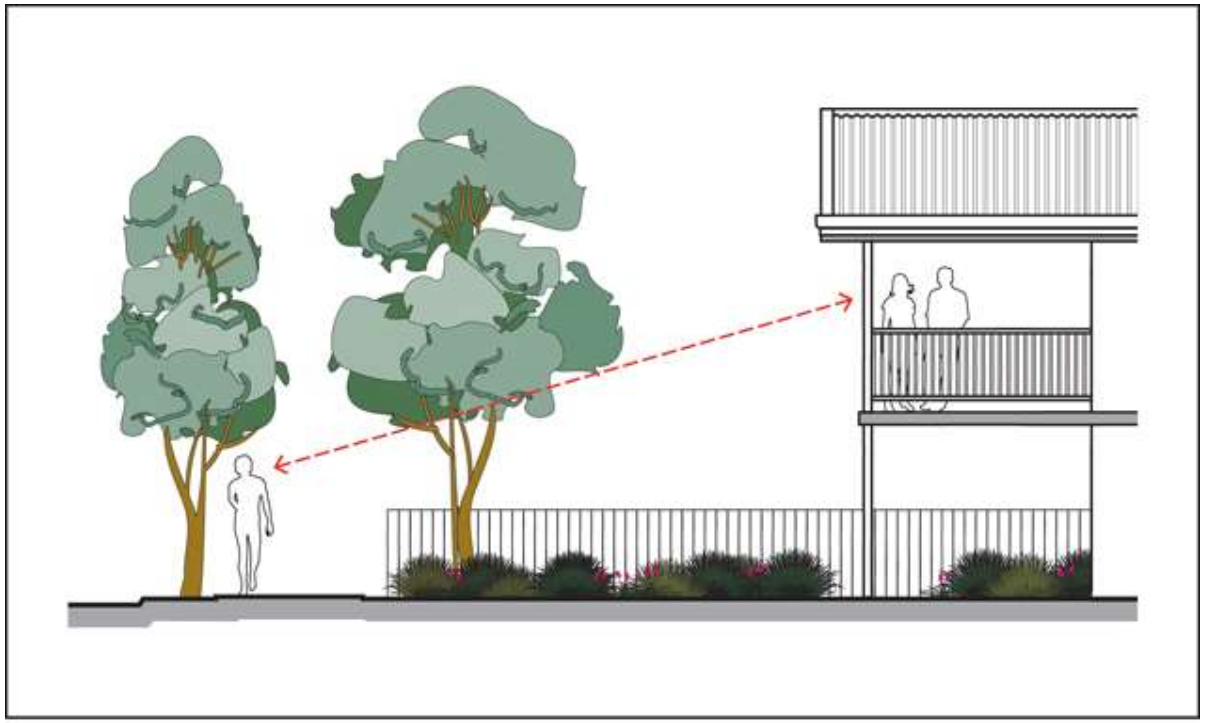

Figure c—Example of verandahs oriented towards the street

View the high resolution of Figure c—Example of verandahs oriented towards the street

Figure d—Examples of how a lack of traditional elements, detailing and materials presents an inappropriate flat facade to the street

View the high resolution of Figure d—Examples of how a lack of traditional elements, detailing and materials presents an inappropriate flat facade to the street

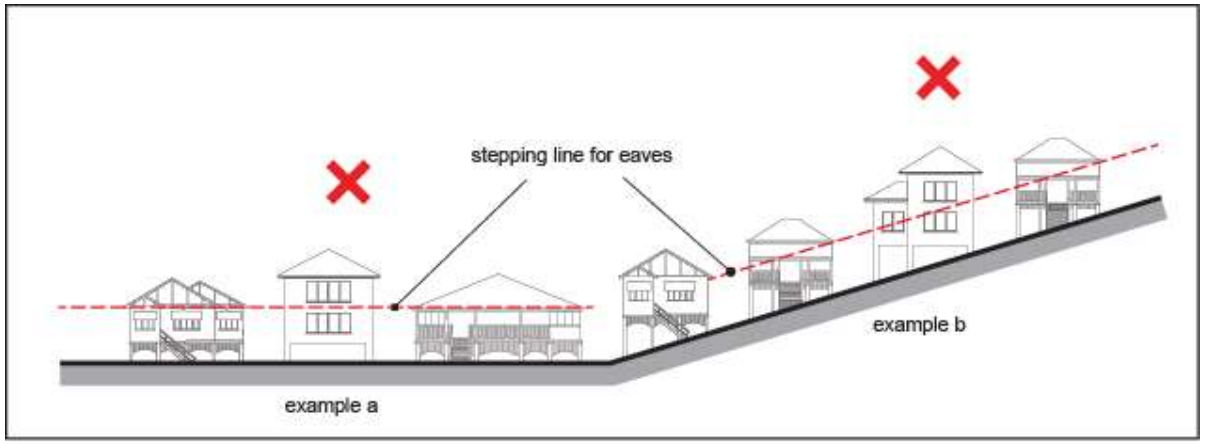

Figure e—Example 'a' indicates a building significantly exceeding surrounding building height and with an articulated facade. Example 'b' indicates a greater height that interrupts the rhythm of stepping roof lines.

View the high resolution of Figure e—Example 'a' indicates a building significantly exceeding surrounding building height and with an articulated facade. Example 'b' indicates a greater height that interrupts the rhythm of stepping roof lines

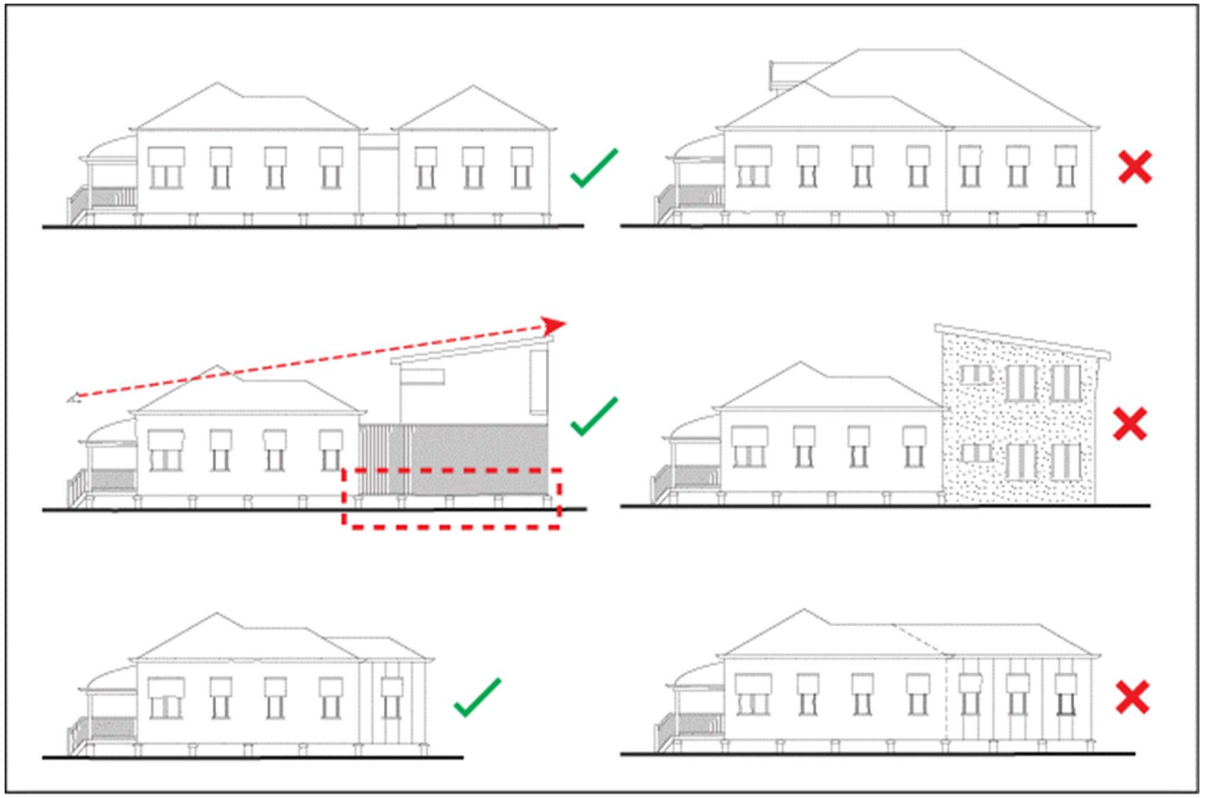

Figure f—Extensions are smaller in scale and bulk than the existing character house and generally in the form of pavilion

View the high resolution of Figure f—Extensions are smaller in scale and bulk than the existing character house and generally in the form of pavilion

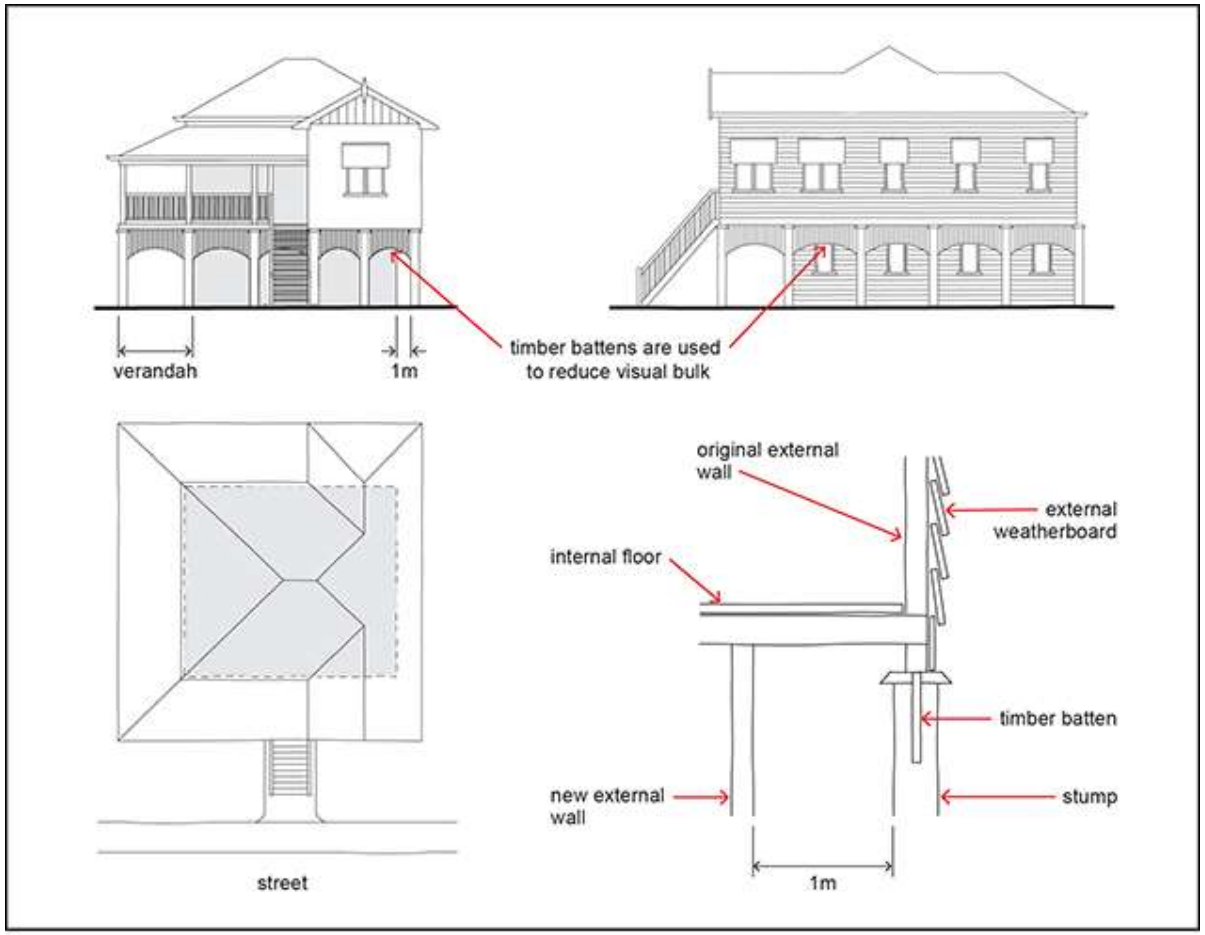

Figure g—Building underneath a character house – lower level is recessed under upper level to front and sides

View the high resolution of Figure g—Building underneath a character house - lower level is recessed under upper level to front and sides

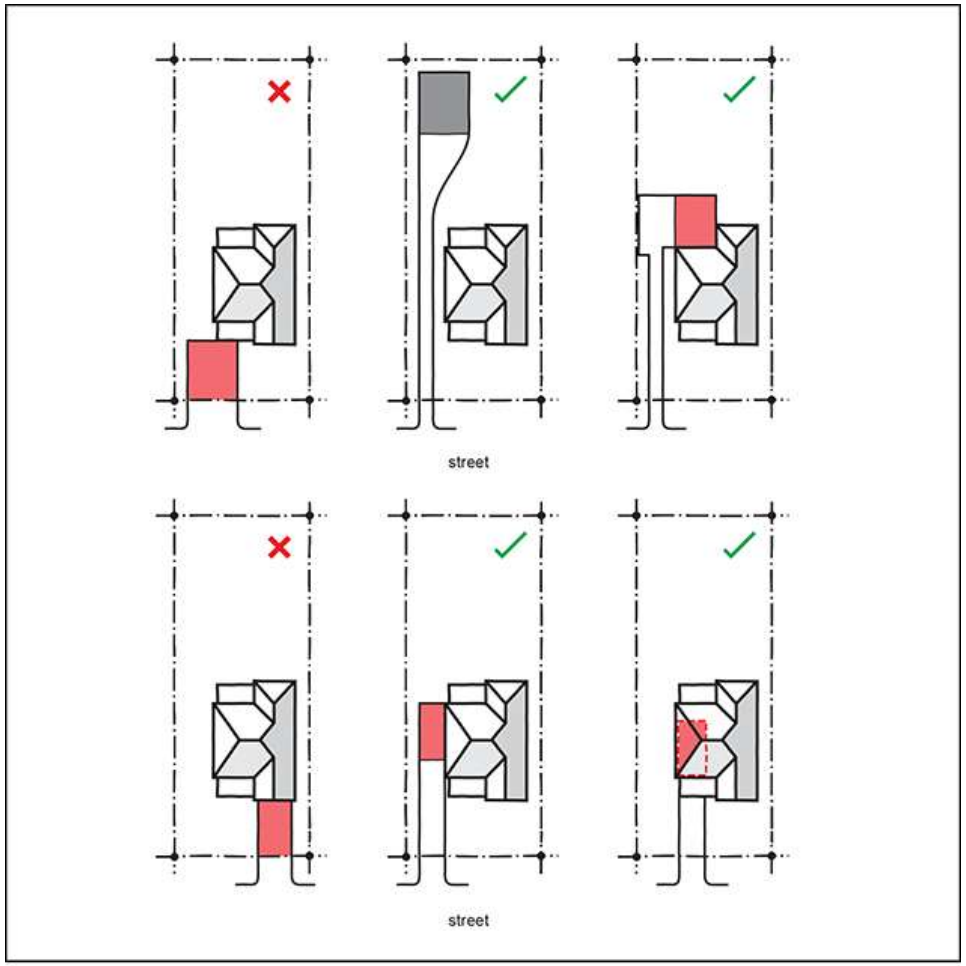

Figure h—Garages and carports are set back from front boundary and do not dominate the house when viewed from the street

View the high resolution of Figure h—Garages and carports are set back from front boundary and do not dominate the house when viewed from the street

9.3.8 Dwelling house (small lot) code

9.3.8.1 Application

1. This code applies to assessing a material change of use or building work if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for a material change of use (section 5.5), building work (section 5.7), a neighbourhood plan (section 5.9), building work (section 5.7) or an overlay (section 5.10); or
    b. assessable development where this code is in an applicable code identified in the assessment benchmarks column of a table of assessment for a material change of use (section 5.5), building work (section 5.7), a neighbourhood plan (section 5.9), building work (section 5.7) or an overlay (section 5.10); or
    c. impact assessable development for a dwelling house if on a small lot or a use of a similar nature.
2. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where the site is also included in a neighbourhood plan, an overlay code such as the Bushfire overlay code, Flood overlay code, Landslide overlay code, Significant landscape tree overlay code or Waterway corridors overlay code, additional provisions relating to that also apply. For example, minimum floor levels for a dwelling house on a site subject to certain types of flooding, are identified in the Flood overlay code.

Note—Where the site is located may be subject to a zone, zone precinct, neighbourhood plan or overlay code, these may vary the outcomes identified in this code and to the extent that these vary, those outcomes prevail.

Note—Preliminary approvals or development approval for other aspects of development can vary the outcomes of this code and to the extent that these vary, those outcomes prevail.

Editor's note—Depositing or allowing sediment or other water contaminants to wash or move into roadways, stormwater pipes and waterways without taking appropriate steps to prevent this occurring, is a breach of the *Environmental Protection Act 1994*. Penalties apply including fines and prosecution. Additional information, including best-practice guidelines for controlling stormwater pollution from building sites and factsheets on erosion and sediment control, can be found on the South East Queensland Healthy Waterways Water by Design program website.

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

9.3.8.2 Purpose

1. The purpose of the Dwelling house (small lot) code is to assess the suitability of development to which this code applies.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development ensures that one dwelling house or one dwelling house and one secondary dwelling is provided on a lot, each occupied by no more than one household.
    b. Development for a dwelling house, including a secondary dwelling or domestic outbuilding, incorporates design and siting to allow reasonable access to daylight and sunlight for neighbouring dwellings and private open space.

c. Development for a dwelling house incorporates design and siting to provide a pleasant living environment for occupants, including sufficient useable private open space for recreation, visual outlook and service functions of the occupants.
d. Development for a dwelling house incorporates design and siting to provide an appropriate level of privacy for occupants of adjoining dwelling houses.
e. Development of a dwelling house provides sufficient and safe vehicle access and parking for residents.
f. Development ensures that a dwelling house, including a secondary dwelling or domestic outbuilding, does not cause adverse drainage impacts or flooding of upstream, downstream or adjoining land.
g. Development ensures that the siting of a dwelling house and any built to boundary walls does not negatively impact on the privacy and amenity of adjoining residents.
h. Development for a dwelling house, including a secondary dwelling or domestic outbuilding, is of a height that is appropriate to the strategic and local context and meets community expectations. Development has a building height that is predominantly:
    i. 1 or 2 storeys in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low-medium density residential zone, 2 or 3 storey mix zone precinct of the Low-medium density residential zone, Rural residential zone, Environmental management zone, Rural zone or the Emerging community zone;
    ii. 3 storeys in the Up to 3 storey zone precinct of the Low-medium density residential zone or the Medium density residential zone.

9.3.8.3 Performance outcomes and acceptable outcomes

Table 9.3.8.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	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, each occupied by one 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.	Complies with A01.1 Not Applicable with A01.2
PO2 Development is of a bulk and scale that:	**AO2** Development is contained within:	Complies with A02

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.	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.	
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; 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.	**AO3** Development: a. in the Low density residential zone, Character residential zone, 2 storey mix zone precinct of the Low—medium density residential zone, 2 or 3 storey mix zone precinct of the Low—medium density residential zone, Rural 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	Complies with A03 The rotated and relocated existing pre-war dwelling remains one storey and under 7.5m.

	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° 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. 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.	**AO4** Development: a. in the Up to 3 storeys zone precinct of the Low-medium density residential zone or in the Medium density residential zone results in a maximum building height of 9.5m above ground level at side and rear walls, increasing at no more than 30 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	Not Applicable to AO4

	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 the purposes of determining compliance with AO4 reference is to be made to section 1.7.7. 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 with A05 The proposed street front setback (Contay Street) is 6m. The secondary street frontage (Holland Road) is 2.5m.

	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 1.7.6.	
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	Complies with A06 The side boundary to the northern adjoining lot is 2.7m and the side boundary to the eastern adjoining lot is 7m.

	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 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. Editor's note—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 AO6(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;	Not Applicable to A07 The site is a corner lot.

	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). Editor's note—For the purposes of determining compliance with AO7 reference is to be made to section 1.7.6.	
PO8 Development provides an even distribution of open space and building footprint, to facilitate a balance of indoor and outdoor recreation and adequate private open space.	**AO8** Development results in a maximum site cover of: a. 50% where the lot is 400m^2 or more; or b. 60% where the lot is 300m^2 or more and less than 400m^2; or c. 70% where the lot is 200m^2 or more and less than 300m^2; or d. 80% where the lot is less than 200m^2. Editor's note—For the purposes of determining compliance with AO8 reference is to be made to section 1.7.6.	Complies with A08 Site cover is 36%.
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 AO6. **AO9.2**	Not Applicable to AO9.1

	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.	
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.	Complies with A010 The building length is 19m.
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.	Complies with A011 The proposed dwellings front door and windows to habitable rooms address Contay 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;	**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;	Complies with A012.1 Two covered on-site parking spaces are proposed.

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.	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. **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).	Performance Outcome to A012.2 The proposed crossover is 5m.
PO13 Development provides car accommodation that does not visually dominate the appearance of a dwelling house when viewed from a street.	**AO13.1** Development of a lot with any street frontage of: 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. **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;	Complies with A013.1 Complies with A013.3

	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.	Not Applicable to A013.4
	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): 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)	Complies with A014.1.

	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.	Not Applicable to A014.2
	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.	Complies with A014.3
	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.	

PO15 Development for a dwelling house, secondary dwelling or domestic outbuilding, including associated site works such as retaining walls, filling or 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 or 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.	Not Applicable to A015 Stormwater discharge (LPD) is to the Holland Road kerb.
If for single-storey adaptable housing constructed to include the adaptable housing elements listed in Table 9.3.8.3.B		
PO16 Development ensures that housing is able to be readily adapted to a resident's changing life-cycle needs.	**AO16** Development for a dwelling house or secondary dwelling, including associated external areas, is constructed in accordance with Table 9.3.8.3.B.	Not Applicable to AO16
PO17 Development minimises the impacts of a dwelling house on adjoining dwelling houses and their associated private open space by: a. maintaining access to sunlight, daylight and privacy; b. ensuring building size and bulk does not create overbearing development for adjoining dwelling houses and their private open space.	**AO17.1** Development: a. has a maximum wall height of 4.5m above ground level; b. is no more than 1 storey above ground level; c. has a minimum street frontage setback of 3m excluding uncovered stairs and ramps; d. complies with setbacks specified in AO6 and AO7. Editor's note—For the purposes of determining compliance with AO17.1 reference is to be made to section 1.7.6. **AO17.2** Development of a dwelling house contains a minimum of one single car garage with a minimum width of 4m.	Not Applicable to AO17.1 and AO17.2

Table 9.3.8.3.B—Adaptable housing elements

Item	Detail
Dwelling access	a. Dwelling access provides a well-lit, continuous, accessible path from the car accommodation and driveway to the front door. b. All entries into the dwelling from external paths have no more than a 10mm change in level.
Design of dwelling and associated external areas	a. Essential features of the dwelling that must be accessible to a person with a disability include kitchen, bathroom, living area, laundry, telephone/internet connection, storage areas (linen etc.), garage, letterbox, bin access and outdoor space. b. Dwellings are designed in accordance with AS 4299-1995: Adaptable housing with respect to sufficient circulation space for a wheelchair to manoeuvre. c. All doorways and manoeuvring space around doorways are a minimum of 0.85m. d. Where possible, the dwelling unit is open plan, but any hallways are at least 1.2m wide. e. The kitchen is open plan, with a minimum approach horizontal clearance of 1.55m in front of all benches, storage and fixed appliances. f. At least 1 bedroom has a minimum clear 3.6m by 3.6m internal dimension and is accessible to a disabled person from the dwelling's entry level. g. At least 1 bathroom, toilet and shower has reinforced walls and is accessible to a disabled person from the dwelling's entry level. The shower area must be step free. h. The laundry has a minimum circulation space 1.55m deep in front of or beside appliances. Taps are located to the side, not the back of laundry tubs and washing machines. i. Any staircases are adjacent to a load-bearing wall, to facilitate installation of a wheelchair stair lift.

Notes—
- An accessible path has a minimum 1.2m width, with a maximum crossfall of 1:40, has only gentle ramping (maximum slope of 1:20) and does not have steps or ledges along the length of travel.
- Reinforced walls have 12mm structural plywood (or equivalent), screw fixed to the wall framing, before fixing the finished wall sheets. This allows for future fixing of grab rails or other fittings in any location.
- Well-lit areas comply with lighting standards AS/NZS 1158.3.1: 2005: Lighting for roads and public spaces.

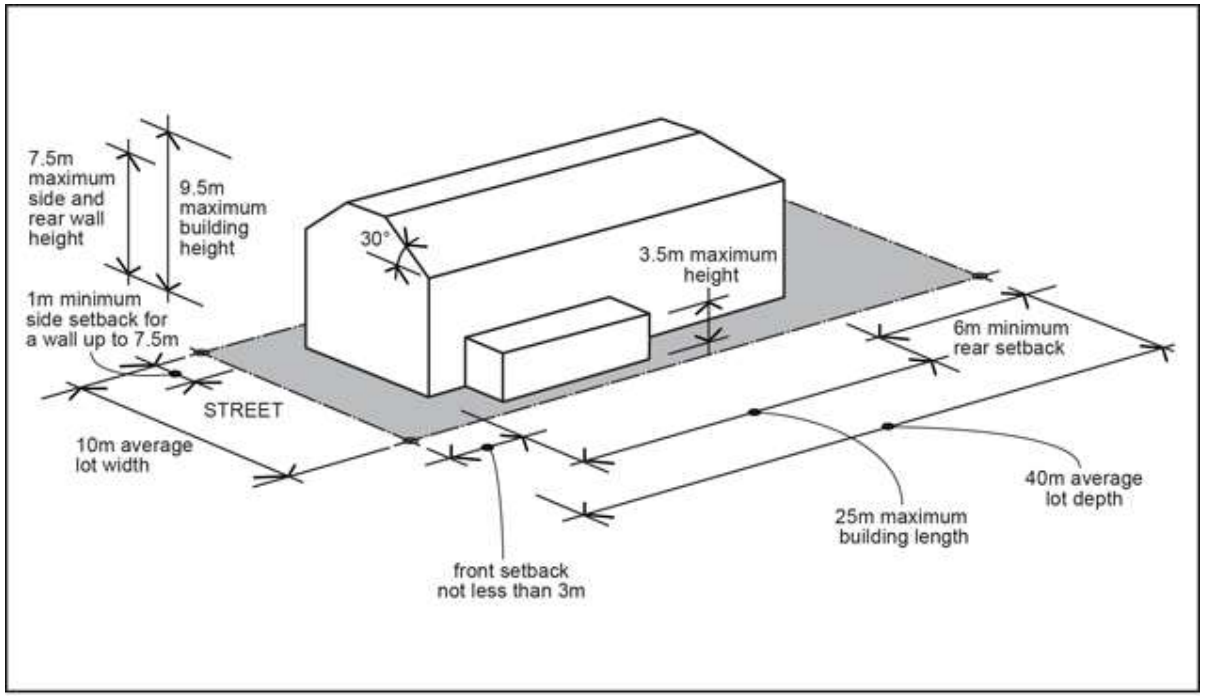

Figure a—Building envelope for a typical 405m² (16 perch) lot with one street frontage in the Low density residential zone

View the high resolution of Figure a—Building envelope for a typical 405m2 (16 perch) lot with one street frontage in the Low density residential zone

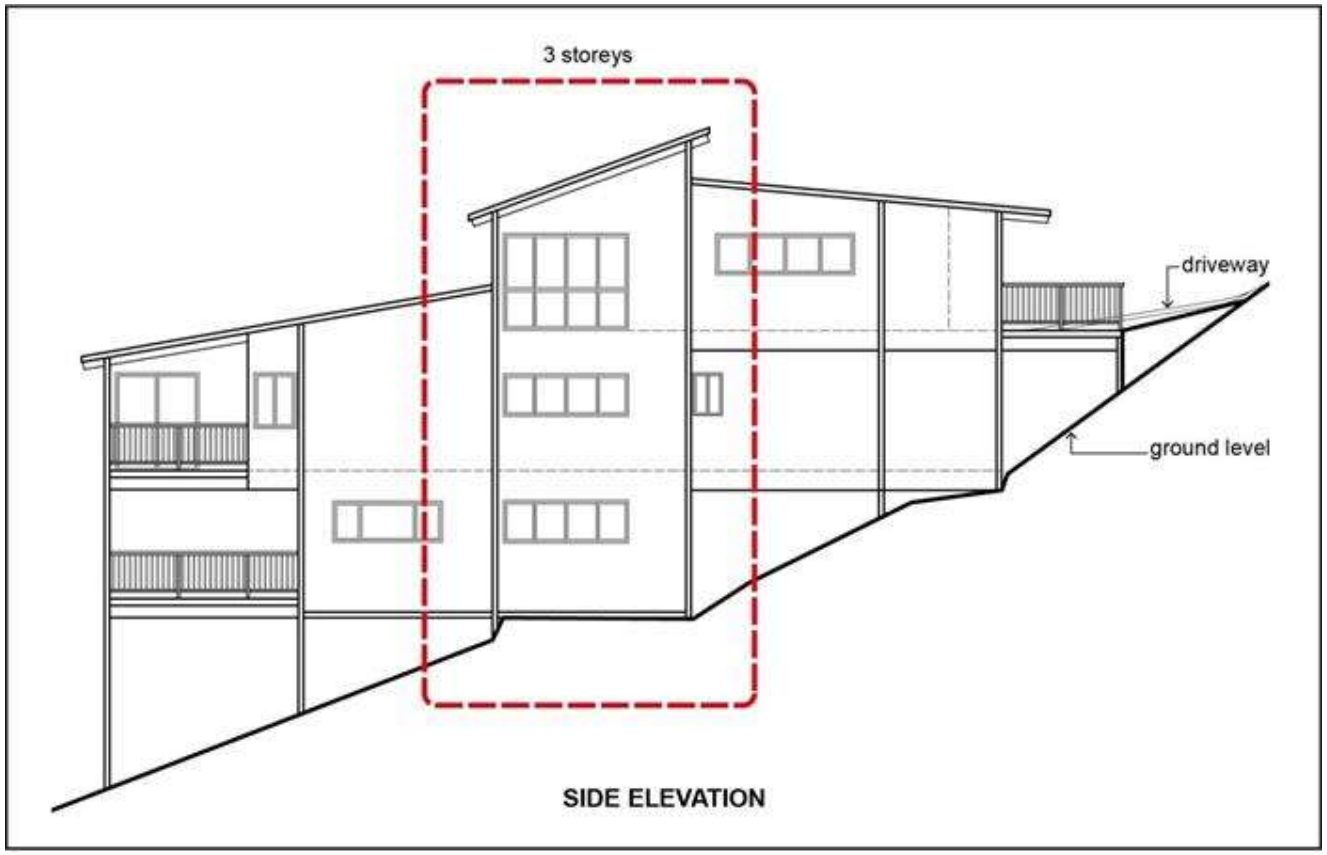

Figure b—Predominantly 2 storey dwelling addressing local circumstances of topography

View the high resolution of Figure b—Predominantly 2 storey dwelling addressing local circumstances of topography

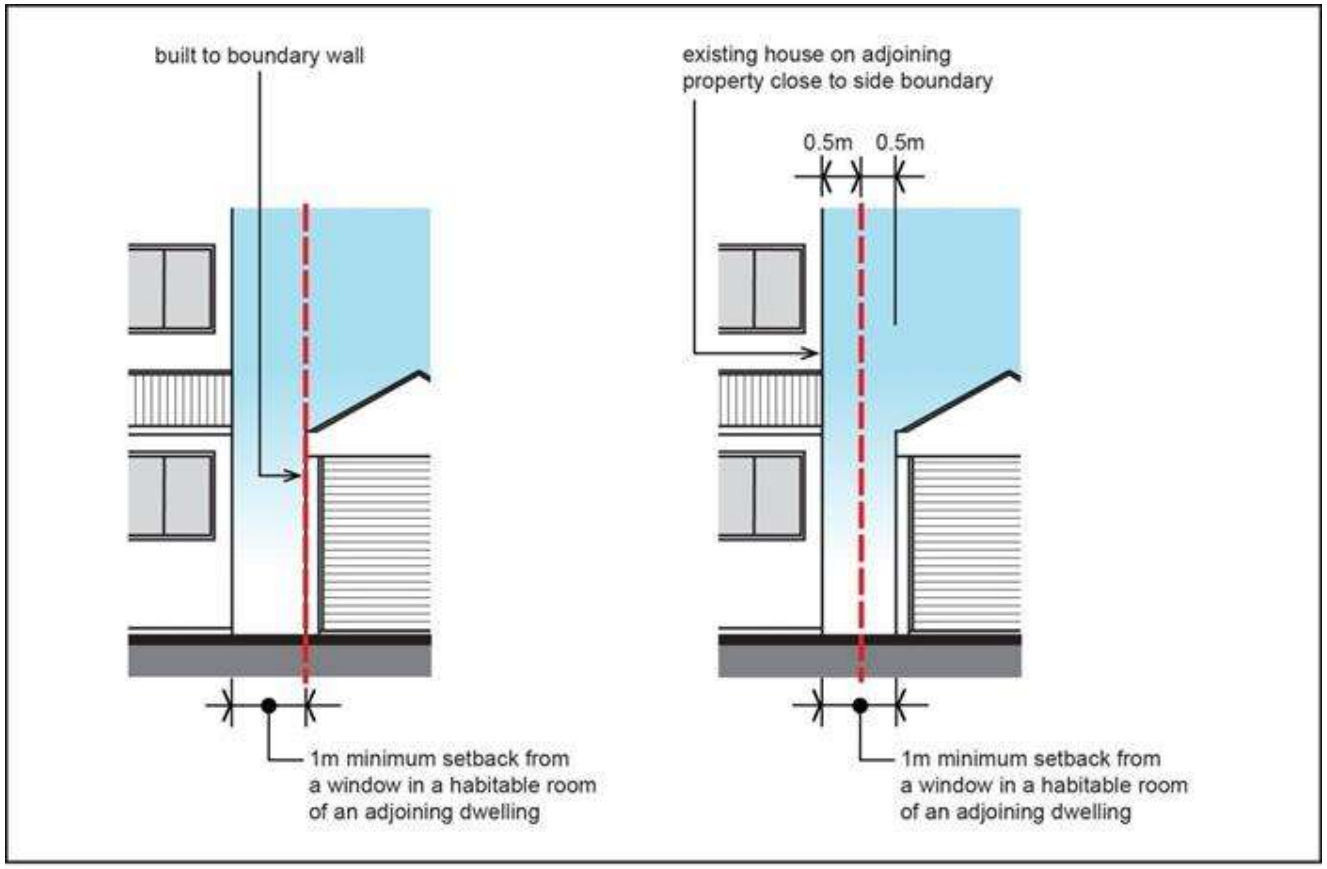

Figure c—Built to boundary walls

View the high resolution of Figure c—Built to boundary walls

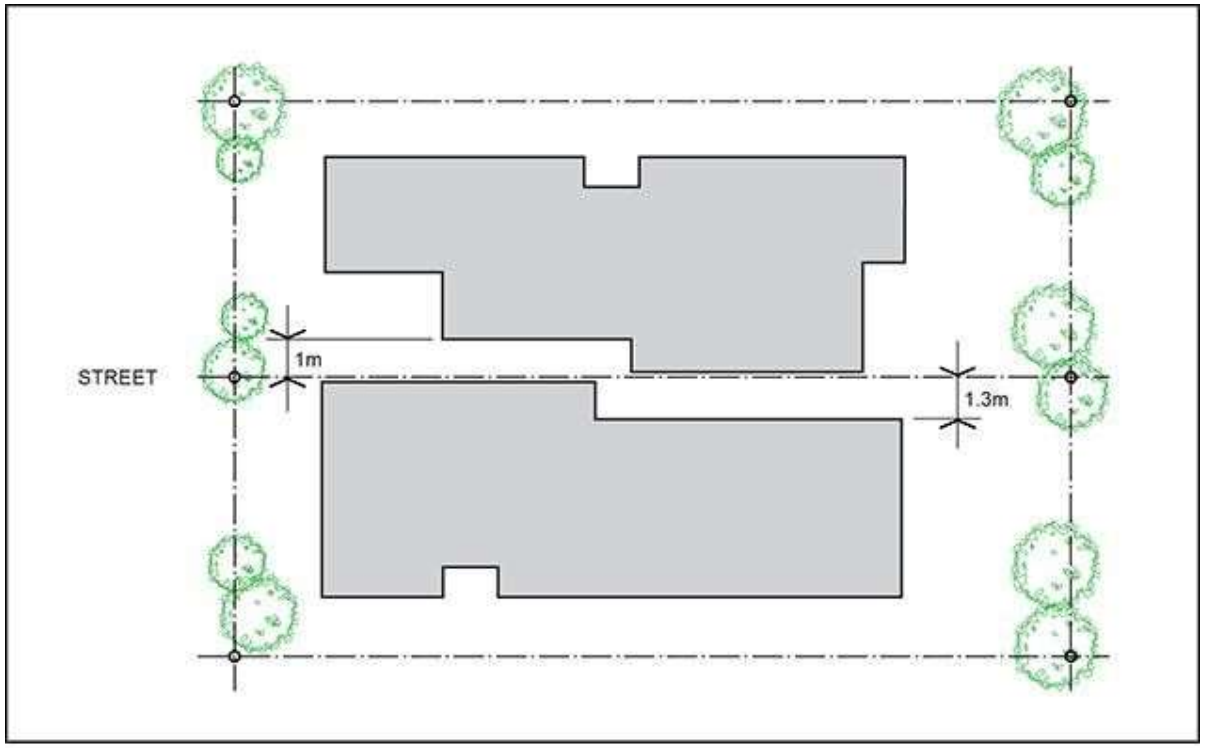

Figure d—Example of two dwelling houses built to the same boundary

View the high resolution of Figure d—Example of two dwelling houses built to the same boundary

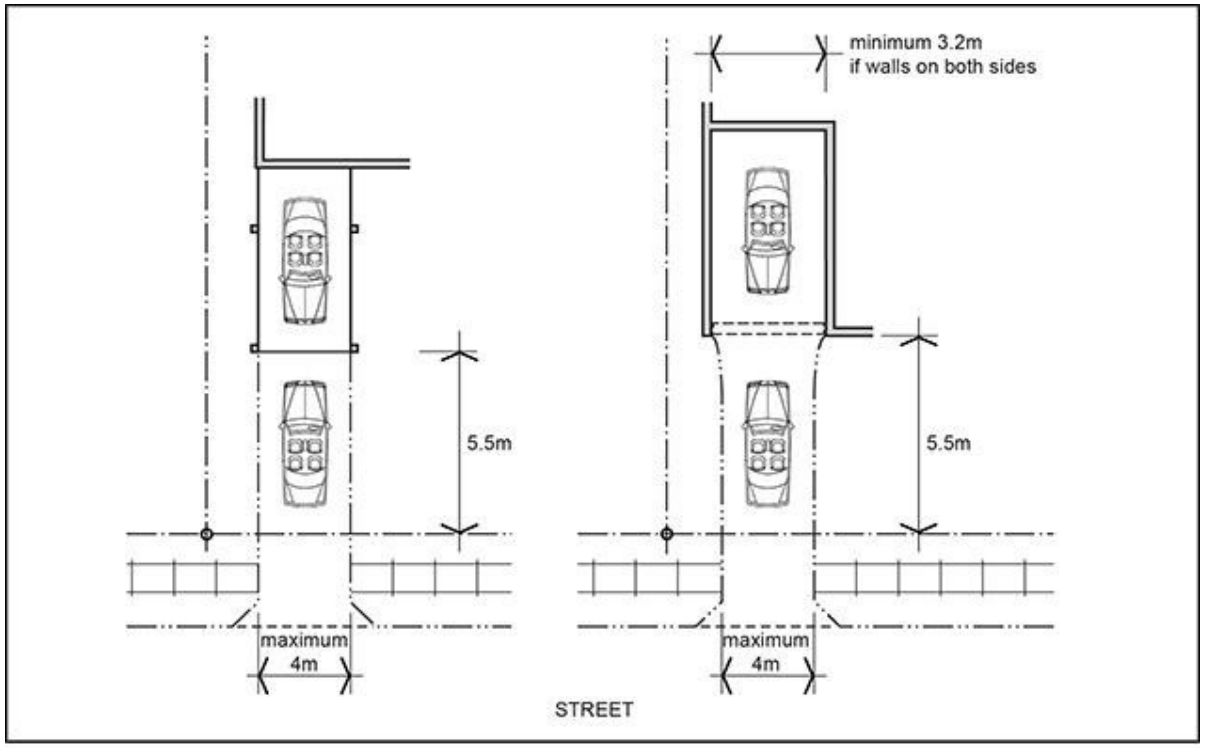

Figure e—Tandem design, including minimum dimensions for car parking

View the high resolution of Figure e—Tandem design, including minimum dimensions for car parking

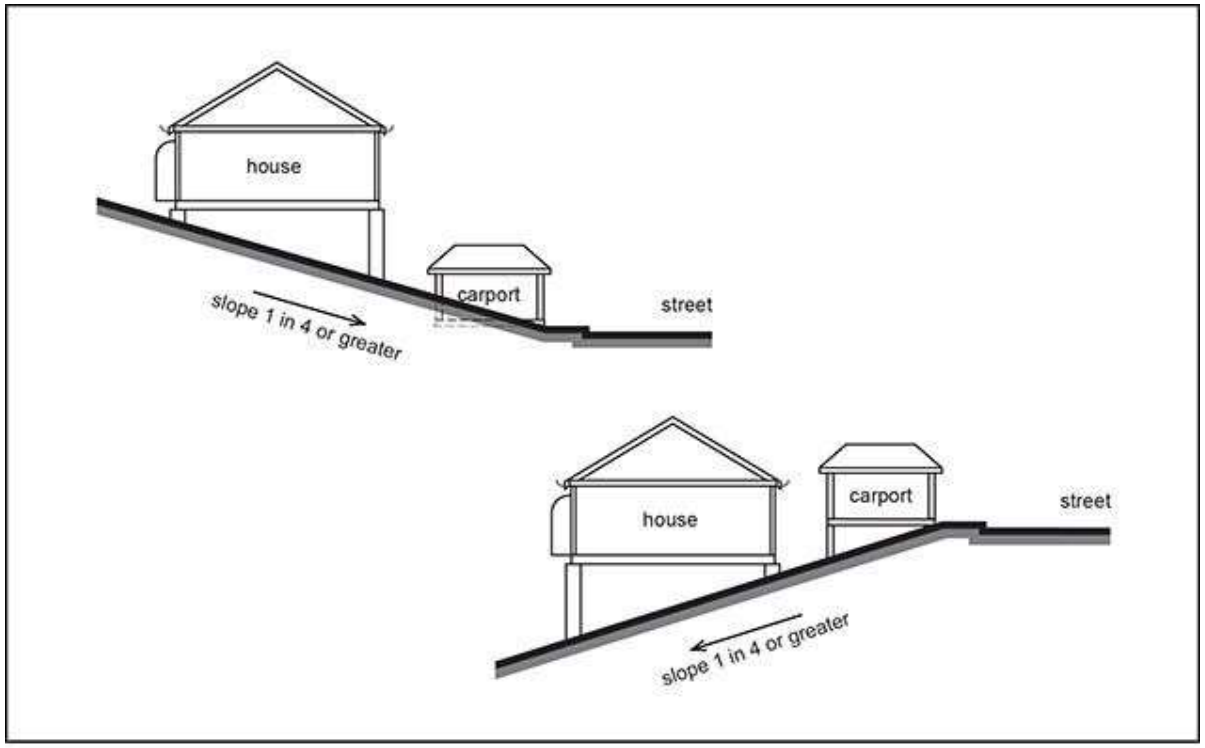

Figure f—Car accommodation on steep slope

View the high resolution of Figure f—Car accommodation on steep slope

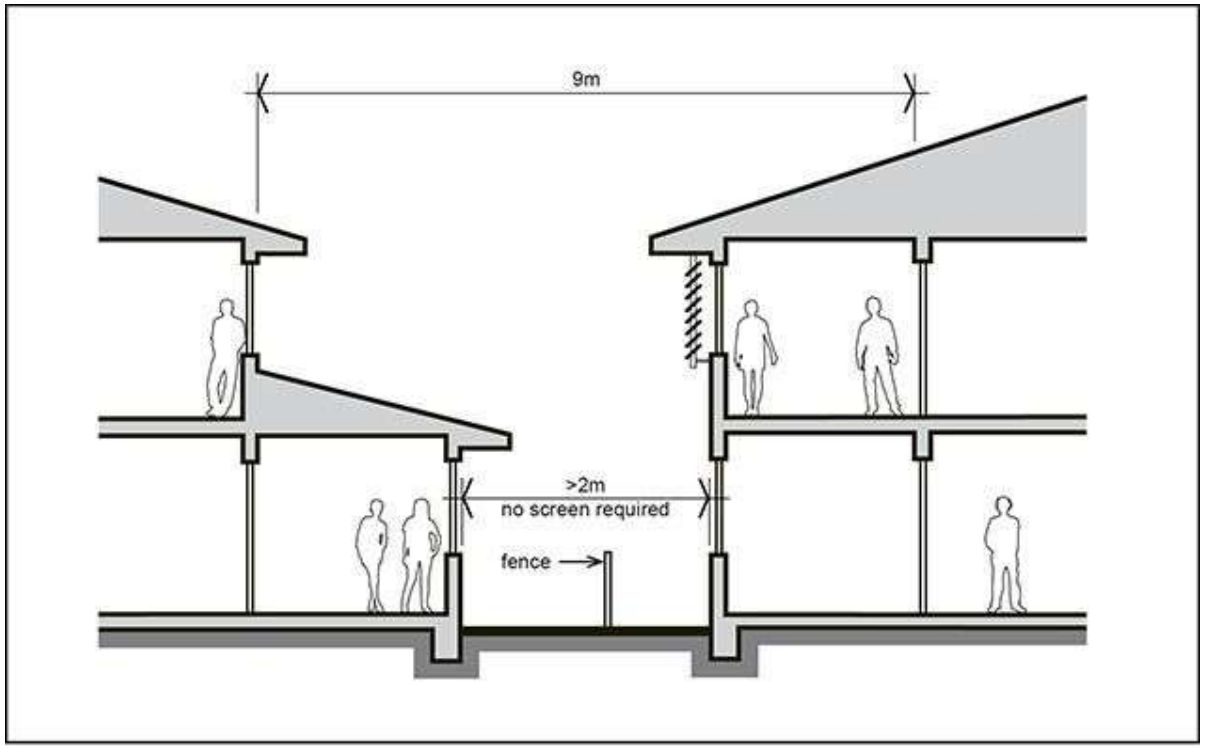

Figure g—At ground floor level, no screen is required where a minimum 2.0m setback from neighbouring window occurs. Above ground level, no screen is required where a minimum 9.0m setback from neighbouring window occurs.

View the high resolution of Figure g—At ground floor level, no screen is required where a minimum 2.0m setback from neighbouring window occurs. Above ground level, no screen is required where a minimum 9.0m setback from neighbouring window occurs.

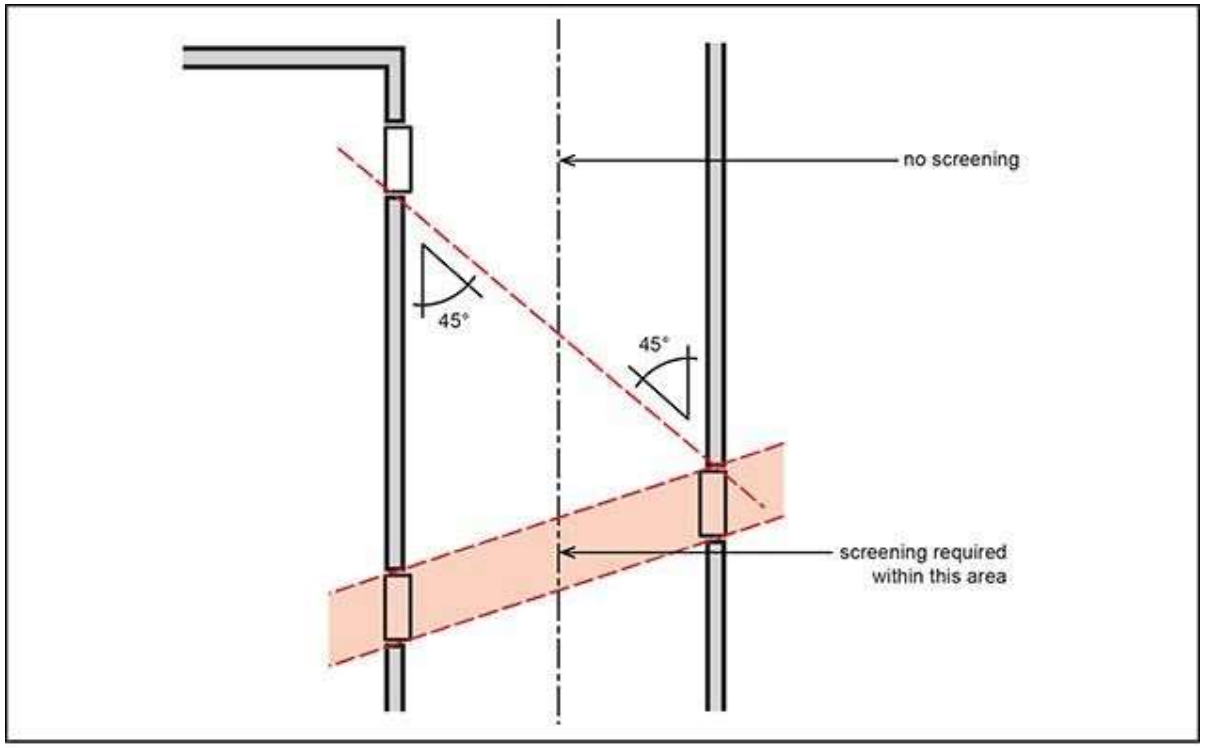

Figure h—Adequate screening will be provided unless separation between windows is achieved

View the high resolution of Figure h—Adequate screening will be provided unless separation between windows is achieved

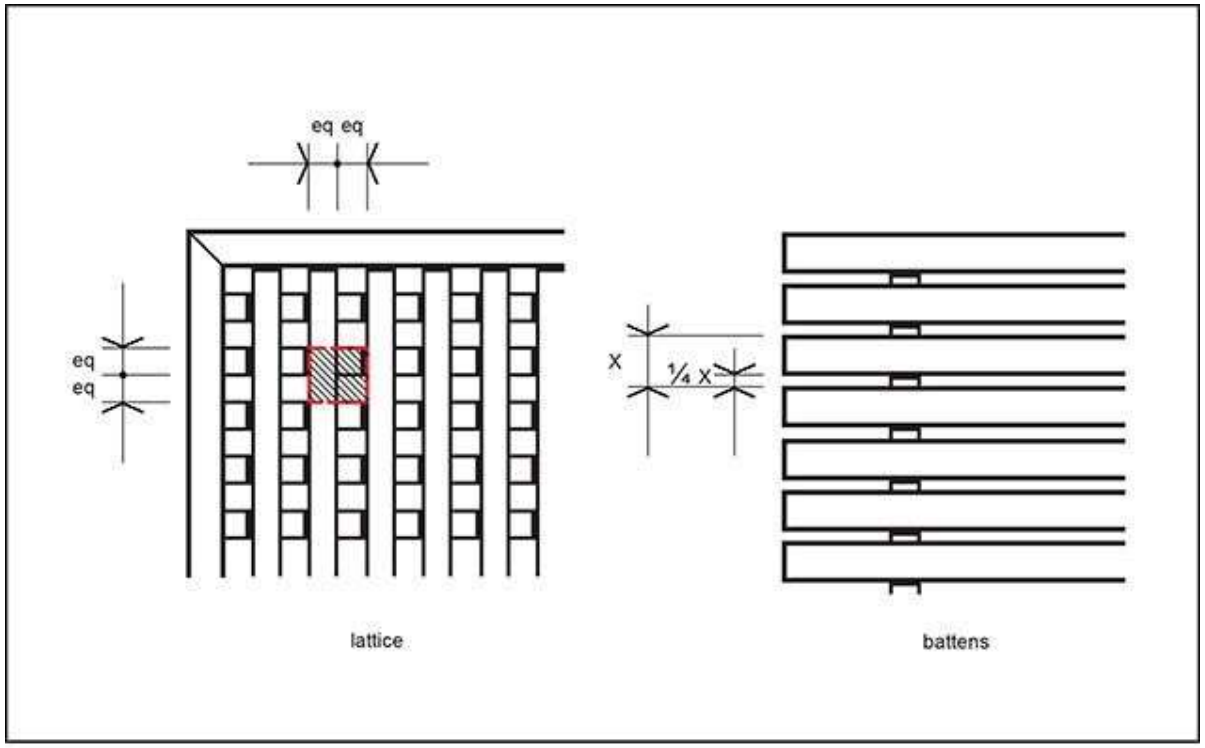

Figure i—Privacy screening

View the high resolution of Figure i—Privacy screening

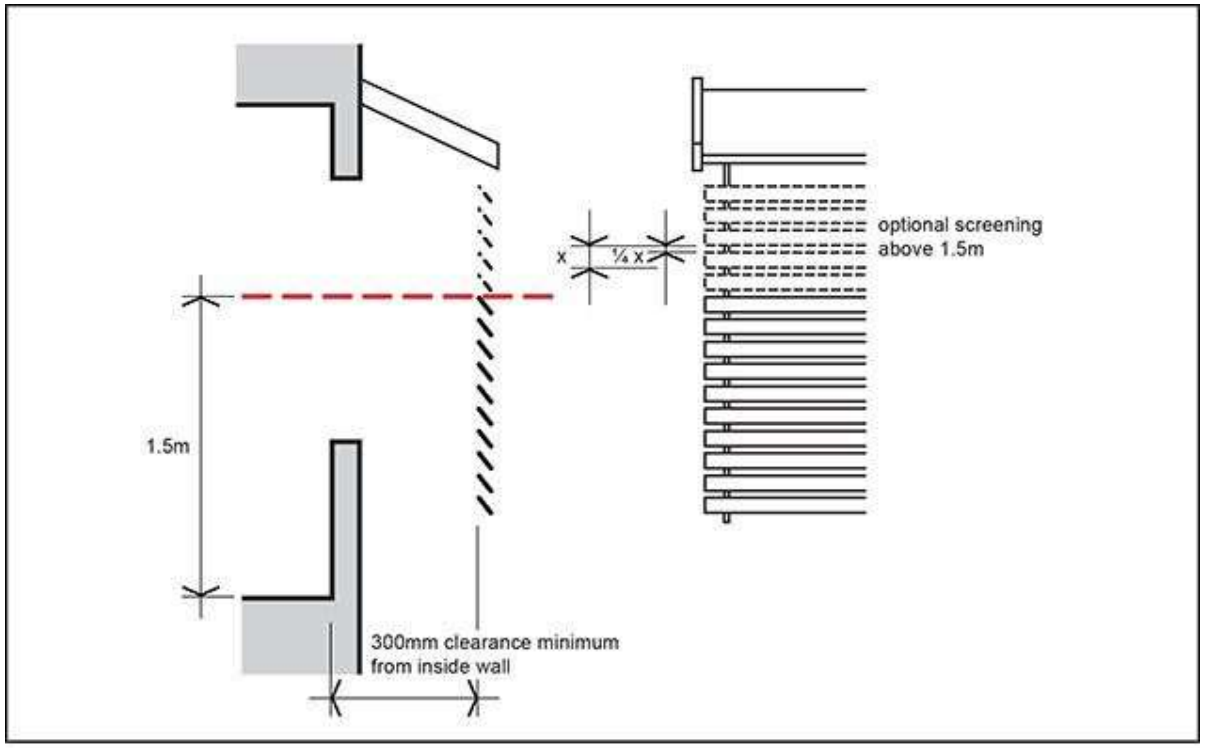

Figure j—Privacy screening requirements

View the high resolution of Figure j—Privacy screening requirements

8.2.18 Road hierarchy overlay code

8.2.18.1 Application

1. This code applies to assessing development on of land adjoining or having frontage or access to roads identified in the Road hierarchy overlay, if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. assessable development, where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    c. impact assessable development.
2. The Road hierarchy overlay map identifies the following sub-categories:
    a. Motorway sub-category;
    b. Arterial road sub-category;
    c. Suburban road sub-category;
    d. District road sub-category;
    e. Neighbourhood road sub-category;
    f. Local road sub-category;
    g. Future motorway sub-category;
    h. Future arterial road sub-category;
    i. Future suburban road sub-category;
    j. Future district road sub-category;
    k. Primary freight route sub-category;
    l. Primary freight access sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

Note—Where this code includes performance outcomes or acceptable outcomes that relate to road types, traffic impact reports and hierarchy design and construction, guidance is provided in the Infrastructure design planning scheme policy.

Note—Laneways are a type of public road identified in the Road hierarchy overlay and are required in locations where specified in the Streetscape hierarchy overlay map.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

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

8.2.18.2 Purpose

1. The purpose of the Road hierarchy overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks;
        ii. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity.
    b. Provide for the assessment of the suitability of development in the Road hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development contributes to the safe and efficient operation of the existing and planned road hierarchy and to the function of the road as part of Brisbane's public domain.
    b. Development accessing roads is consistent with and does not compromise the road hierarchy in its use, function, flow, or capacity by buses, pedestrians and cyclists.
    c. Development that changes the function of a road by generating traffic does so such that the new function of the road in the hierarchy is compatible with the surrounding road hierarchy and where necessary is reconstructed to meet its new design parameters.
    d. Development that provides a new road internal and connecting to the road hierarchy complements or completes the existing road hierarchy.
    e. Development does not compromise the completion of the road hierarchy.
    f. Development ensures that land uses are located to support and implement a safe and efficient road hierarchy facilitating the efficient movement of people and goods.

8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	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		
PO1 Development ensures that: a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:	**AO1.1** Development ensures that an access driveway is provided from: a. a minor road; b. a district road or suburban road if the development has high traffic-generating	Complies with A01.1 Rotation of the dwelling allows access to be taken from Contay Street (minor road) instead of Holland Road (major road).

i. the road hierarchy shown on the Road hierarchy overlay map; ii. public transport operations; iii. pedestrian and cyclist movement; b. the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas; c. site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.	potential. **AO1.2** Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	Complies with A01.2
	AO1.3 Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	Complies with A01.3
	AO1.4 Development ensures that a turn to and from a major road is restricted to a left turn only.	Complies with A01.4
	AO1.5 Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	Not Application to A01.5
Section B—If for assessable development for a material change of use		
PO2 Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	**AO2.1** Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area. **AO2.2** Development mitigates an impact on the road hierarchy if the development: a. is for a major development; or b. involves an access driveway to a major road; or c. involves an access driveway within 100m of a	Not Applicable to AO2.1 and AO2.2 The proposal is for ROL and Building Works only.

	signalised intersection. Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	
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.	Not Applicable to A03
PO3A Development provides for the payment of extra trunk infrastructure costs for the following: a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan; b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving: i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan; ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development; iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development. Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.	**AO3A** No acceptable outcome is prescribed.	Not Applicable to PO3A

Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the *Planning Act 2016*.		
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category		
PO4 Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised: a. the long term infrastructure for the road network in the Long term infrastructure plans; b. the existing and planned infrastructure for the road network in the Local government infrastructure plan; c. the provision of long term, existing and planned infrastructure for the road network which: i. is required to service the development or existing and future urban development in the planning scheme area; or ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated. Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.	**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.	Not Applicable to AO4
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy		
PO5 Development ensures that a new road connection provides: a. safe, efficient and convenient connectivity of the new road to the major road network; b. a minimum number of intersections to the major	**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.	Complies with A05 The proposed lots provide access to Contay Street, a minor road.

road network.		
PO6 Development ensures that an extension of or change to the road network: a. provides internal connectivity and connects to the external road network; b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems; c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route; d. includes the provision of bus routes that provide ease of access to bus customers; e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time; f. provides a street layout that minimises travel time and traffic volumes on minor roads; g. provides high permeability for pedestrian and cycle networks; 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.	**AO6.1** 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. **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).	Not Applicable to AO6.1 No new roads are proposed. Complies with AO6.2 The proposed development does not adversely impact the function of the road hierarchy.
PO7 Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	**AO7** Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	Complies with AO7 The proposed lots take access from a minor road.

PO8 Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	**AO8** Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	Not Applicable to AO8

8.2.20 Streetscape hierarchy overlay code

8.2.20.1 Application

1. This code applies to assessing development of land adjoining or having frontage to (i.e. where the overlay sub-category is located in adjoining road reserve or public land), or traversed by or containing, any of the overlay sub-categories identified in the Streetscape hierarchy overlay map, if:
    a. accepted development subject to compliance with identified requirements, where acceptable outcomes of this code are identified requirements in a table of assessment for an overlay (section 5.10); or
    b. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    c. impact assessable development.
2. The Streetscape hierarchy overlay map identifies the following sub-categories:
    a. Subtropical boulevard — in centre verge width 6m sub-category;
    b. Subtropical boulevard — in centre verge width 5m sub-category;
    c. Subtropical boulevard — in centre verge width 3.75/4.25m sub-category;
    d. Subtropical boulevard — out of centre verge width 6m sub-category;
    e. Subtropical boulevard — out of centre verge width 5m sub-category;
    f. Subtropical boulevard — out of centre verge width 3.75/4.25m sub-category;
    g. Centre street major sub-category;
    h. Centre street minor sub-category;
    i. Neighbourhood street major sub-category;
    j. Neighbourhood street minor sub-category;
    k. Industrial street sub-category;
    l. Pathway link sub-category;
    m. Corner land dedication sub-category;
    n. Locality street sub-category;
    o. Laneway sub-category;
    p. Wildlife movement solution sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- design of public realm, guidance is provided in the Infrastructure design planning scheme policy.
- crime prevention through environmental design, guidance is provided in the Crime prevention through environmental design planning scheme policy.

Editor's note—The desired standard of service for the provision of trunk infrastructure is specified in the Local government infrastructure plan.

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

8.2.20.2 Purpose

1. The purpose of the Streetscape hierarchy overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 2: Brisbane's outstanding lifestyle and Element 2.1 — Brisbane's identity;
        ii. Theme 4: Brisbane's highly effective transport and infrastructure and Element 4.1 — Brisbane's transport infrastructure networks.
    b. Provide for the assessment of the suitability of development in the Streetscape hierarchy overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development ensures that verges are wide enough to support high levels of pedestrian movement and have sufficient space to accommodate large subtropical street tree plantings.
    b. Development ensures that existing street trees are retained and new subtropical tree species in the verge make a significant contribution to shade tree cover and carbon sequestration.
    c. Development ensures that subtropical planting reinforces city gateways, thresholds and nodes.
    d. Development ensures that verges comprise consistent and high-quality treatments with improved footpaths and increased shade and shelter appropriate to their anticipated pedestrian use and where the use will change from the current zone.
    e. Development protects and contributes to safe, direct and convenient access for pedestrians and cyclists of all ages and abilities throughout sites and throughout neighbourhoods.
    f. Development maintains options for the safe movement of wildlife along a corridor.

8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	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	**AO1** Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as	Complies with AO1 The existing verge width is 3.45m and a land

appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	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.	dedication of 300mm is identified on the plans (DA4.02 in Appendix B).
PO2 Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	**AO2.1** Development ensures that existing street trees are retained and protected. **AO2.2** Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	Performance Outcome to A02.1 / P02 One small existing street tree is proposed for removal. Performance Outcome is addressed in section 6.9 of the Planning Report. Complies with AO2.2
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. **AO3.2** Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	Complies with AO3.1 – AO3.3 A three-chord corner truncation is indicated on the plans in Appendix B.
	AO3.3 Development ensures that public art is provided in a	

	corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category		
PO4 Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	**AO4** Development ensures that infrastructure solutions are: a. provided at the locations identified on the Streetscape hierarchy overlay map; b. designed to: i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; ii. achieve physical separation of native wildlife and the road; iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code. Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	Not Applicable to AO4

Table 8.2.20.3.B—Required verge widths for the streetscape hierarchy

Streetscape type	Required width
Any Streetscape type adjoining the frontage of a lot which forms part of Council's public park network	In compliance with the Infrastructure design planning scheme policy
Subtropical boulevard — in centre verge width 6m	6m

Subtropical boulevard — in centre verge width 5m	5m
Subtropical boulevard — in centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Subtropical boulevard — out of centre verge width 6m	6m
Subtropical boulevard — out of centre verge width 5m	5m
Subtropical boulevard — out of centre verge width 3.75/4.25m	3.75m or 4.25m for new roads
Centre street major	5m
Centre street minor	3.75m or 4.25m for new roads
Neighbourhood street major	3.75m or 4.25m for new roads
Neighbourhood street minor	3.75m or 4.25m for new roads
Industrial street	3.75m or 4.25m for new roads
Pathway link	In compliance with Chapter 4 Pathway design outside the road corridor of the Infrastructure design planning scheme policy
Corner land dedication	Range $25m^2$ to $81m^2$
Locality street	In compliance with the Infrastructure design planning scheme policy
Laneway	In compliance with the Infrastructure design planning scheme policy

8.2.23 Transport air quality corridor overlay code

8.2.23.1 Application

1. This code applies to assessing development in the Transport air quality corridor overlay, if:
    a. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for an overlay (section 5.10); or
    b. impact assessable development.
2. Land in the Transport air quality corridor overlay is identified on the Transport air quality overlay map and is included in the following sub-categories:
    a. Transport air quality corridor A sub-category;
    b. Transport air quality corridor B sub-category;
    c. Tunnel ventilation stack sub-category.
3. When using this code, reference should be made to section 1.5 and section 5.3.3.

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

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

- air quality assessment, guidance is provided in the Air quality planning scheme policy;
- designing for air quality, guidance is provided in the Transport air quality corridor planning scheme policy.

8.2.23.2 Purpose

1. The purpose of the Transport air quality corridor overlay code is to:
    a. Implement the policy direction in the Strategic framework, in particular:
        i. Theme 3: Brisbane's clean and green leading environmental performance and Element 3.2—Brisbane's environmental quality and sustainable design;
        ii. Theme 5: Brisbane's CityShape and Element 5.8 — Brisbane's Growth Nodes on Selected Transport Corridors.
    b. Provide for the assessment of the suitability of development in the Transport air quality corridor overlay.
2. The purpose of the code will be achieved through the following overall outcomes:
    a. Development, in the context that air emissions are greater in transport corridors than in less busy areas, ensures that site layout and building design:
        i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of users of a childcare centre, multiple dwelling, residential care facility or retirement facility;
        ii. maximise wind movement around buildings and the dispersion of traffic air pollutants;
        iii. minimise the impacts of air pollution from a tunnel ventilation stack on the health and wellbeing of occupants of sensitive uses.

8.2.23.3 Performance outcomes and acceptable outcomes

Table 8.2.23.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	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 exposure of an occupier of the development to road traffic air pollutants 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: 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 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.	Not Applicable to A01

	The higher the MERV designation, the better the removal efficiency, particularly for smaller particles.	
PO2 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.	**AO2** 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.	Not Applicable to A02
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.	Not Applicable to A03 The retained pre-war house is under 7m.
Section C—If within the Tunnel ventilation stack sub-category		
PO4 Development does not: a. expose the occupants of a sensitive use to an air pollutant that exceeds the air quality planning criteria in Table 8.2.23.3.C, due to the operation of a tunnel ventilation outlet;	**AO4.1** Development has a building height which is at least 10m lower than the height of the tunnel ventilation outlet. **AO4.2** The development does not include a childcare centre.	Not Applicable to A04.1 and A04.2

b. affect the dispersion of air pollutants to the extent that existing sensitive uses will be exposed to air pollutants that exceed the air quality (planning) criteria in Table 8.2.23.3.C. 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.		

Table 8.2.23.3.B—Air quality corridor minimum separation distances

Route type	Minimum separation distance measured from the kerb (m)	
	Horizontal distance	Vertical distance
Category 1	10	5
Category 2	15	10
Category 3	20	10
Category 4	25	10
Category 5	30	15
Category 6	35	15
Category 7	40	15
Category 8	45	15
Category 9	50	15
Category 10	55	15

Table 8.2.23.3.C—Air quality (planning) criteria

Pollutant	Averaging time	Health outcome protected	Criteria including background ($\mu g/m^3$)	Criteria including background (ppm)

Nitrogen dioxide	1 hour	Health and wellbeing	250	0.12
	Annual	Health and wellbeing	62	0.03
Particulate matter (PM) as total suspended particulates (TSP)	Annual	Health and wellbeing	90	-
PM less than 10µm (PM_{10})	24 hours	Health and wellbeing	50	-
	Annual	Health and wellbeing	25	-
PM less than 2.5µm ($PM_{2.5}$)	24 hours	Health and wellbeing	25	-
	Annual	Health and wellbeing	8	-
Dust deposition as insoluble solids	Annual	Protecting aesthetic environment	$4g/m^2$/month	-
1,3-butadiene	Annual	Health and wellbeing	2.4	0.001
Benzene	1 hour	Health and wellbeing	29	0.009
	Annual	Health and wellbeing	10	0.003
Benzo(a)pyrene (as marker for PAH)	Annual	Health and wellbeing	$0.3ng/m^3$	-
Formaldehyde	1 hour	Protecting aesthetic environment	96	0.07
	24 hours	Health and wellbeing	54	0.04
Toluene	1 hour	Odour	958	0.23
	24 hours	Health and wellbeing	4,100	1
	Annual	Health and wellbeing	410	0.1
Xylenes (as a total of ortho, meta and para isomers)	24 hours	Health and wellbeing	1,200	0.25
	Annual	Health and wellbeing	950	0.2

Note—

- Criteria that are stated in $\mu g/m^3$ are to be referenced to 0°C.
- Criteria that are stated in ppm are to be expressed as volume/volume.

- Averaging times of 1 hour or less are to be presented using the modelled 99.9th percentile concentration of the total site impact from dispersion modelling and background concentration for all pollutants in the above table, or the maximum concentration from dispersion modelling if no background concentration is available.
- Averaging times of greater than 1 hour are to be presented using the maximum concentration of the total site impact from dispersion modelling and background concentration.
- Dust deposition is the maximum allowable level from new and existing sources, calculated from annualised modelling data.
- Polycyclic aromatic compounds (PAH) are assessed as benzo(a)pyrene equivalent using potency equivalency factors as listed in the Air quality planning scheme policy.
- ng nanograms.

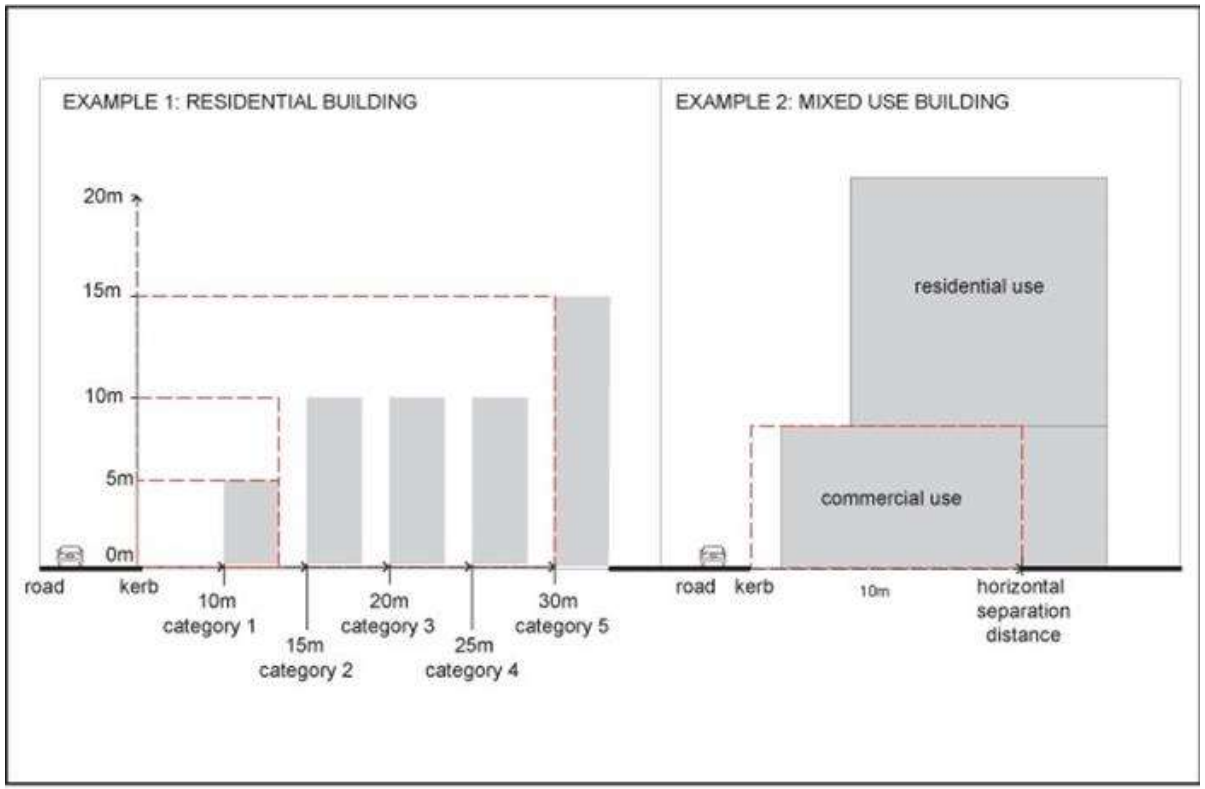

Figure a—Measurement of distance from the kerb, shown in both horizontal and vertical planes

View the high resolution of Figure a—Measurement of distance from kerb, shown in both horizontal and vertical planes

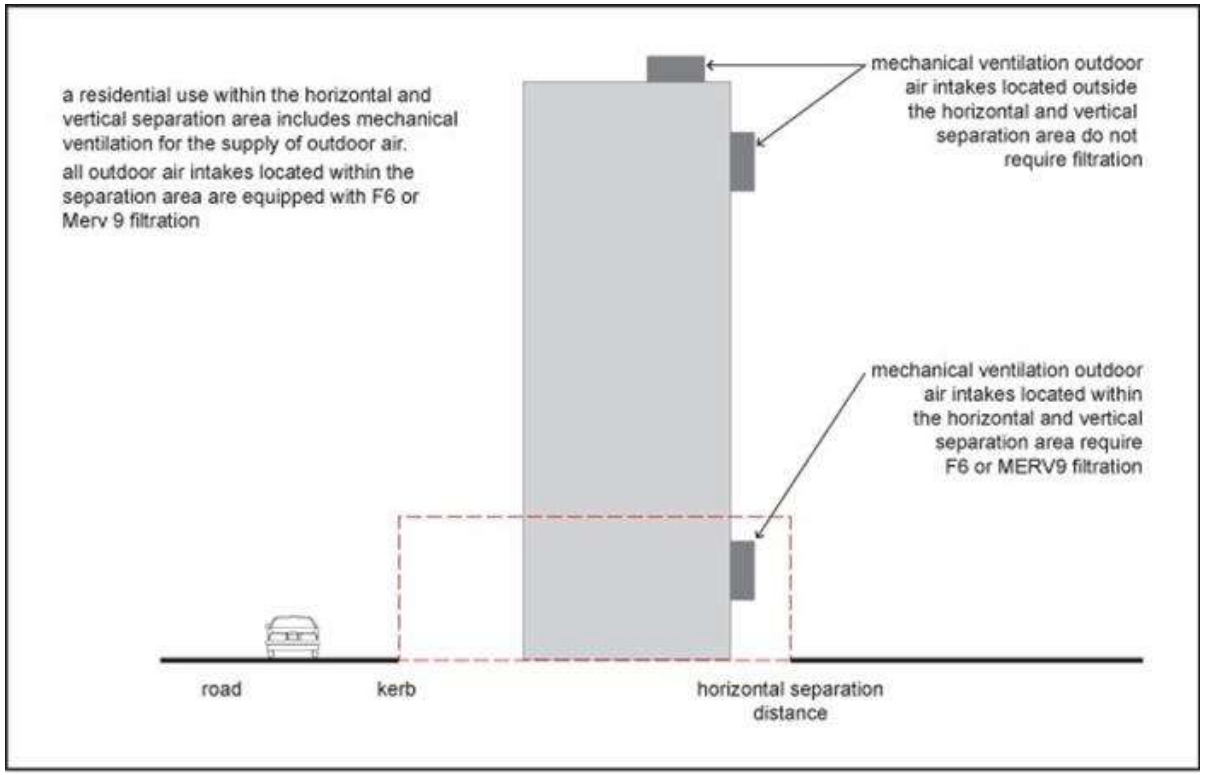

Figure b—The setback area with relation to requirement for mechanical ventilation and location of air intakes

View the high resolution of Figure b—The setback area with relation to requirement for mechanical ventilation and location of air intakes