



## Code Report

### → Site

685 Mains Road, **MACGREGOR**

### → Proposal

- 1 Into 3 Lot Subdivision & Access Easements
- Multiple Dwellings (3 Townhouses)

### → Approvals

Reconfiguring a Lot – Development Permit  
Material Change of Use – Development Permit

## May 2026

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# 1. State Development Assessment Provisions

## 1.1. State Code 1

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Responses
<b>Buildings, structures, infrastructure, services and utilities</b>		
<b>PO1</b> The location of the development does not create a safety hazard for users of the <b>state- controlled road</b> .	<b>AO1.1</b> Development is not located in a state-controlled road. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Traffic Assessment for response.
	<b>AO1.2</b> Development can be maintained without requiring access to a state-controlled road.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO2</b> The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> No major works proposed. Development does not obtain direct access to a state-controlled road.
<b>PO3</b> The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Traffic Assessment for response.
<b>PO4</b> The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No advertising devices proposed.

<p><b>PO5</b> The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.</p>	<p><b>A05.1</b> Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      Refer to Traffic Assessment for response.</p>
	<p><b>A05.2</b> Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.  AND</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      As above.</p>
	<p><b>A05.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      As above.</p>
	<p><b>A05.4</b> External lighting of buildings and structures does not involve flashing or laser lights.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      As above.</p>
<p><b>PO6</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road.</p>	<p><b>A06.1</b> Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      Refer to Traffic Assessment for response.</p>
<p><b>Landscaping</b></p>		
<p><b>PO7</b> The location of landscaping does not create a safety hazard for users of the state-controlled road.</p>	<p><b>A07.1</b> Landscaping is not located in a state-controlled road. AND</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      All landscaping proposed is within the Site boundaries.</p>
	<p><b>A07.2</b> Landscaping can be maintained without requiring access to a state-controlled road. AND</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      As above.</p>

	<b>AO7.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>Stormwater and overland flow</b>		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to civil engineering documentation.
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO11</b> Development ensures that stormwater is lawfully discharged.	<b>AO11.1</b> Development does not create any new points of discharge to a state-controlled road. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<b>AO11.2</b> Development does not concentrate flows to a state-controlled road. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<b>AO11.3</b> Stormwater run-off is discharged to a lawful point of discharge. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.

	<b>AO11.4</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>Flooding</b>		
<b>PO12</b> Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b> .	<b>AO12.1</b> For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> No flooding affects the Site.
	<b>AO12.2</b> For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
	<b>AO12.3</b> For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>Drainage Infrastructure</b>		
<b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	<b>AO13.1</b> Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge. AND	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Civil Engineering documentation.
	<b>AO13.2</b> Drainage infrastructure can be maintained without requiring access to a state-controlled road.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO14</b> Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b>

condition of existing drainage infrastructure and the surrounding drainage network.		As above.
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**Table 1.2 Vehicular access, road layout and local roads**

Performance outcomes	Acceptable outcomes	
<b>Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection</b>		
<b>PO15</b> The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Traffic Assessment for response.
<b>PO16</b> The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state- controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO17</b> The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO18</b> New or changed access is consistent with the access for the relevant limited access road policy: 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO19</b> New or changed access to a local road within 100 metres of an intersection with a state- controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO20</b> New or changed access to a local road within 100 metres of an intersection with a state- controlled road	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>

does not adversely impact on the operating performance of the intersection.		<input type="checkbox"/> <b>Not Applicable</b> As above.
<b>Public passenger transport and active transport</b>		
<b>PO21</b> Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO22</b> Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO23</b> Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO24</b> Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.

**Table 1.3 Network impacts**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	
<b>PO25</b> Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to Traffic Assessment for response.
<b>PO26</b> Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.

<b>PO27</b> Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road.	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO29</b> Development does not impede delivery of planned upgrades of state-controlled roads.	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO30</b> Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.

**Table 1.4 Filling, excavation, building foundations and retaining structures**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	
<b>PO31</b> Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to civil engineering documentation.
<b>PO32</b> Development does not adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO33</b> Development does not undermine, damage or cause subsidence of a state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>

		<input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO34</b> Development does not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO35</b> Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state- controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO36</b> Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.

**Table 1.5 Environmental emissions**

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	
<b>Reconfiguring a lot</b>		
<b>Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO37</b> Development minimises free field noise intrusion from a <b>state-controlled road</b> .	<b>AO37.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise),</li> </ol> </li> </ol>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The new dwellings associated with the subdivision will be acoustically attenuated to the required specifications.

	<p>Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p>	
	<p><b>AO37.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>To be conditioned.</p>
	<p><b>AO37.3</b> Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<p><b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		
<p><b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.</p>	<p><b>AO38.1</b> Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>3 lots proposed.</p>
	<p><b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p>

	<p>alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p><input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>Material change of use (accommodation activity)</b></p>		
<p><b>Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		
<p><b>PO39</b> Development minimises noise intrusion from a state-controlled road in private open space.</p>	<p><b>AO39.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level;</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  New dwellings will be acoustically attenuated to the relevant specifications and can be conditioned accordingly.</p>
	<p><b>AO39.2</b> Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
<p><b>PO40</b> Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p><b>AO40.1</b> Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms;</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of</li> </ol> </li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  As above.</p>

	<p>the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p>	
<p><b>PO41</b> Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<p><b>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		
<p><b>PO42</b> Balconies, podiums, and roof decks include:</p> <ol style="list-style-type: none"> <li>a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.</li> </ol>	<p>No acceptable outcome is provided.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<p><b>PO43</b> Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<p><b>Material change of use (other uses)</b></p>		
<p><b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		

<p><b>PO44</b> Development:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:             <ol style="list-style-type: none"> <li>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas;</li> <li>b. in accordance with:                 <ol style="list-style-type: none"> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> </li> </ol> </li> <li>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</li> </ol>	<p>No acceptable outcome is provided.</p>	<p> <input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      Residential use proposed.                 </p>
<p><b>PO45</b> Development involving a childcare centre or educational establishment:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:</li> <li>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> <li>3. in accordance with:             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> </ol> </li> </ol>	<p>No acceptable outcome is provided.</p>	<p> <input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      As above.                 </p>

<p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;  c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020;  or  4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p><b>PO46</b> Development involving:  1. indoor education areas and indoor play areas; or  2. sleeping rooms in a childcare centre; or  3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</p>	<p>No acceptable outcome is provided.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  As above.</p>
<p><b>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		
<p><b>PO47</b> Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with:  1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);  2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas.</p>	<p>No acceptable outcome is provided.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  As above.</p>
<p><b>PO48</b> Development including:  1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or  2. sleeping rooms in a childcare centre; or  3. patient care areas in a hospital located above ground level, is designed and constructed to</p>	<p>No acceptable outcome is provided.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  As above.</p>

<p>achieve the maximum internal acoustic level in reference table 3 (items 3.2- 3.4).</p>		
<p><b>Air, light and vibration</b></p>		
<p><b>PO49</b> Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p><b>AO49.1</b> Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure. OR</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO49.2</b> Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO50</b> Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.</p>	<p><b>AO50.1</b> Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s<sup>1.75</sup>. AND</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO50.2</b> Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s<sup>1.75</sup>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO51</b> Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not:</p> <ol style="list-style-type: none"> <li>1. intrude into buildings during night hours (10pm to 6am);</li> <li>2. create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ol>	<p>No acceptable outcomes are prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>

**Table 1.6: Development in a future state-controlled road environment**

Performance outcomes	Acceptable outcomes	
<b>PO52</b> Development does not impede delivery of a future state-controlled road.	<b>AO52.1</b> Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY:	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is not located along a future state-controlled road.
	<b>AO52.2</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>AO52.3</b> The intensification of lots does not occur within a future state-controlled road. AND	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>AO52.4</b> Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO53</b> The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.	<b>AO53.1</b> Development does not include new or changed access to a future state-controlled road.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO54</b> Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO55</b> Development does not result in a material worsening of stormwater, flooding, overland flow or	No acceptable outcome is prescribed.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>

<p>drainage impacts in a future state-controlled road or road transport infrastructure.</p>		<p><input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>PO56</b> Development ensures that stormwater is lawfully discharged.</p>	<p><b>AO56.1</b> Development does not create any new points of discharge to a future state-controlled road. AND</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO56.2</b> Development does not concentrate flows to a future state-controlled road. AND</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO56.3</b> Stormwater run-off is discharged to a lawful point of discharge. AND</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
	<p><b>AO56.4</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>

## 2. Development Use Code

### 2.2 Subdivision Code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot</b>		
<p><b>PO1</b> Development results in lots and an arrangement of lots that:</p> <ol style="list-style-type: none"> <li>enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;</li> <li>are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>feature a useable shape able to accommodate the minimum rectangle dimension in <a href="#">Table 9.4.10.3.B</a> and anticipated future development;</li> <li>complement the streetscape, local context and character for the locality;</li> <li>address development constraints.</li> </ol>	<p><b>AO1.1</b> Development provides lots with dimensions in compliance with <a href="#">Table 9.4.10.3.B</a>.</p> <p><i>Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in <a href="#">Table 9.4.10.3.B</a>. Development must comply with both parameters.</i></p> <p><i>Note—Parts 1 to 3 of <a href="#">Table 9.4.10.3.B</a> 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.</i></p> <p><i>Note—Part 4 of <a href="#">Table 9.4.10.3.B</a> 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 <a href="#">Table 9.4.10.3.B</a> the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.</i></p> <p><i>Note—The <a href="#">Dwelling house code</a> and <a href="#">Dwelling house (small lot) code</a> provide requirements for <a href="#">dwelling houses</a> on standard lots and <a href="#">small lots</a>. <a href="#">Table 9.4.10.3.B</a> is not part of the assessment for a <a href="#">dwelling house</a> other than as identified in the tables of assessment in Part 5.</i></p> <p><i>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input checked="" type="checkbox"/> Performance Solution</p> <p><input type="checkbox"/> Not Applicable</p> <p>The Site is included within the Medium Density Residential zone and multiple dwellings with three freehold lots less than 800sqm in size are proposed.</p> <p>Refer to <b>Section 8</b> of Planning Report for more detail.</p>
	<p><b>AO1.2</b> Development requiring a <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> ensures the <a href="#">building envelope plan</a> or <a href="#">development footprint plan</a> is shown on the plan of subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	

	<p>Note—A <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> 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 <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a>.</p> <p>Note—A <a href="#">building envelope plan</a> or a <a href="#">development footprint plan</a> may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the <a href="#">building envelope</a> or <a href="#">development footprint</a> which is not to be the subject of vegetation clearing.</p>	
	<p><b>AO1.3</b></p> <p>Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <ol style="list-style-type: none"> <li>a. across a proposed lot boundary; or</li> <li>b. within a <a href="#">setback</a> required by the planning scheme.</li> </ol> <p>Note—Examples of uses requiring sharing by formal title arrangement include the shared building walls that might exist between dwellings in a duplex or <a href="#">multiple dwelling</a> development. However, <a href="#">dwelling houses</a> including all supporting walls must be wholly contained within a lot.</p> <p>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.</p> <p>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 <a href="#">Table 9.4.10.3.B</a>, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</p> <p>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of <a href="#">Table 9.4.10.3.B</a>, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> <li>• physical inspection is undertaken at the framing stage of construction;</li> </ul>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>No shared arrangements are proposed.</p>

	<ul style="list-style-type: none"> <li>written evidence in the form of a plan of subdivision is prepared by a suitably qualified person;</li> <li>other evidence received and agreed by the Council.</li> </ul>	
<p><b>PO2</b> Development creates useable lots that:</p> <ol style="list-style-type: none"> <li>do not rely on excessive cut and fill;</li> <li>do not intrude into areas of waterway and environmental significance;</li> <li>ensure any cutting, filling, retaining walls and earthworks:             <ol style="list-style-type: none"> <li>minimise adverse impacts to vegetation, natural features and topography;</li> <li>avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;</li> </ol> </li> <li>minimise adverse impacts to the utility of existing or proposed transport network elements.</li> </ol>	<p><b>AO2.1</b> Development ensures that any cutting, filling, retaining walls and earthworks:</p> <ol style="list-style-type: none"> <li>result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:             <ol style="list-style-type: none"> <li>a single level change; or</li> <li>any step in a series of level changes.</li> </ol> </li> <li>locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</li> <li>limits cut and fill to less than 1m in height for construction of transport network elements.</li> </ol> <p><i>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in <a href="#">Table 9.4.10.3.B</a>.</i></p> <p><i>Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>          Any earthworks will be in general accordance with the relevant provisions. Refer to civil engineering drawings.</p>
	<p><b>AO2.2</b> Development involving a lot with an area less than 450m<sup>2</sup> is located on a site with a maximum average slope of:</p> <ol style="list-style-type: none"> <li>1 into 10 on the shortest lot axis;</li> <li>1 into 15 on the longest axis.</li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>          The Site is not a sloping site.</p>
	<p><b>AO2.3</b> Development ensures that the minimum rectangle dimension specified in <a href="#">Table 9.4.10.3.B</a> 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.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>          As above.</p>

	<p><i>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.</i></p> <p><i>Note—The minimum rectangle dimension is to be located within the <a href="#">net developable area</a> of any site where in the Emerging community zone.</i></p>	
	<p><b>A02.4</b> Development does not involve the creation of canals or artificial waterways.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Development will not involve the creation of canals or artificial waterways.</p>
<p><b>PO3</b> 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:</p> <ol style="list-style-type: none"> <li>a. in compliance with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>e. at an adequate width, suitable gradient and appropriate construction standard;</li> <li>f. to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>g. to preserve the <a href="#">amenity</a> and function of the <a href="#">public realm</a> in accommodating:                         <ol style="list-style-type: none"> <li>i. high levels of pedestrian traffic;</li> </ol> </li> </ol>	<p><b>A03.1</b> Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ol style="list-style-type: none"> <li>a. design and construction in accordance with the road hierarchy;</li> <li>b. safe travel for pedestrian, cyclists and vehicles;</li> <li>c. access to properties for all modes;</li> <li>d. utilities;</li> <li>e. high levels of aesthetics and <a href="#">amenity</a>, improved liveability and future growth;</li> <li>f. a high-quality streetscape;</li> <li>g. a low-maintenance asset with minimal whole-of-life cost.</li> </ol> <p><i>Editor's note—See Section B for additional requirements where new road is proposed.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed access is in general accordance with the design standard within the Infrastructure design planning scheme policy. Compliance can be conditioned as a part of the approval.</p>
	<p><b>A03.2</b> Development provides access to each lot in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed access to each lot is appropriate and is in general accordance with the TAPS Planning Scheme Policy.</p>

<ul style="list-style-type: none"> <li>ii. large subtropical street trees;</li> <li>iii. on-street parking.</li> </ul>		<p>(Approx.) 6m wide access easements are proposed over Lots 1-3 via a new access crossover to Gonzales Street.</p>
	<p><b>AO3.3</b> Development provides each lot with access to a public road other than a <a href="#">major road</a>, that is:</p> <ul style="list-style-type: none"> <li>a. direct; or</li> <li>b. via a formal access arrangement that is: <ul style="list-style-type: none"> <li>i. registered on a title over another lot; or</li> <li>ii. a reciprocal access easement; or</li> <li>iii. over common property;</li> <li>iv. located as far away as practicable from an existing or proposed dwelling;</li> <li>v. compliant with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> </ul> </li> <li>c. the width specified: <ul style="list-style-type: none"> <li>i. in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> where an <a href="#">access way</a> to a <a href="#">rear lot</a> in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</li> <li>ii. in <a href="#">Table 9.4.10.3.B</a> where in any other zone;</li> </ul> </li> <li>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  As above.</p> <p>Gonzales Street is a minor road (Neighbourhood).</p>
	<p><b>AO3.4</b> Development provides safe sight distances at the following locations:</p> <ul style="list-style-type: none"> <li>a. an access point along the frontage of each lot;</li> <li>b. a junction and an intersection, including corner truncation;</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  The proposed access to all lots will be suitable and are provisioned with appropriate sight distances.</p>

	<p>c. a pedestrian or cyclist crossing.</p> <p><b>AO3.5</b> Development provides grades within a lot that:</p> <p>a. enable vehicular access to be achieved in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>b. do not require cut and fill in excess of 1m in height.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
<p><b>PO4</b> 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 <i>Planning Act 2016</i>.</p>	<p><b>AO4.1</b> Development provides land and works for infrastructure and services in compliance with the:</p> <p>a. <a href="#">Local government infrastructure plan</a>;</p> <p>b. standards in the <a href="#">Infrastructure design planning scheme policy</a>;</p> <p>c. <a href="#">Refuse planning scheme policy</a>;</p> <p>d. <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>e. <a href="#">Long term infrastructure plan</a>;</p> <p>f. codes and planning scheme policies that apply to the site.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The proposed development does not compromise the ability of future infrastructure and services.</p>
	<p><b>AO4.2</b> Development provides a stormwater system in compliance with the standards in the <a href="#">Stormwater code</a> that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>All proposed lots will have capacity to discharge to a street frontage.</p>
	<p><b>AO4.3</b> Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <p>a. in compliance with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>; or</p> <p>b. a 6m long by 3 equal chord truncation if a <a href="#">minor road</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>A 3-chord truncation has already been provided.</p>

<p><b>PO5</b> 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.</p>	<p><b>A05</b> 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:</p> <ol style="list-style-type: none"> <li>identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;</li> <li>avoiding the hazard; or</li> <li>mitigating hazard impacts, including through buffers, structures or other necessary measures.</li> </ol> <p><i>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:</i></p> <ul style="list-style-type: none"> <li>contaminated land;</li> <li>transport noise corridors on State-controlled roads and the rail network.</li> </ul> <p><i>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.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> No hazards affect the Site.</p>
<p><b>Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:</b></p> <ol style="list-style-type: none"> <li>rearranging the boundaries of a lot; or</li> <li>volumetric format plan subdivision; or</li> <li>a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.</li> </ol>		
<p>Proposed development does not involve rearranging boundaries. As such, this criteria is not applicable.</p>		
<p><b>Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:</b></p> <ol style="list-style-type: none"> <li>10 or more lots; or</li> <li>road reserve or new road; or</li> <li>cycle or pedestrian routes.</li> </ol>		
<p>The proposal does not involve the creation of 10 or more lots. As such, this criteria is not applicable.</p>		
<p><b>Section C—Specific performance outcomes and acceptable outcomes applicable to development</b></p>		
<p><b>Section C1—Development for reconfiguring a lot involving any of the following:</b></p>		

- 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<sup>2</sup> 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<sup>2</sup> 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.*

The proposal does not involve the criteria listed in Section C1 above. As such, this criteria is not applicable.

**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.

*Note—A performance outcome for a [small lot](#) that does not comply with AO27.1, AO27.2, AO27.3 and AO27.4 requires identification of a [development footprint plan](#). A [development footprint plan](#) will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*

**AO27.1**

Development where a [small lot](#) and not complying with the dimensions in [Table 9.4.10.3.B](#) provides a [development footprint plan](#):

- a. formed by the acceptable outcomes for side and rear boundary [setbacks](#) for a [dwelling house](#) in compliance with the [Dwelling house \(small lot\) code](#);
- b. 3m to the [primary street frontage](#) or the least [setback](#) of an adjoining dwelling, wherever is greater;
- c. 1.5m to any [secondary street frontage](#) where for a [corner lot](#);
- d. 3m to any private open space on an existing or proposed adjoining [small lot](#).

*Note—This acceptable outcome requires identification of a [development footprint plan](#). A [development footprint plan](#) will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and Land Act 1994.*

*Note—The [development footprint plan](#) does not override the [Dwelling house \(small lot\) code](#) other than to the extent provided for in that code.*

**Complies**

**Performance Solution**

**Not Applicable**

The Site does not meet the definition of a small lot. The proposal comprises multiple dwellings to be individually titled as freehold lots, with the development achieving the relevant building footprint outcomes.

	<p><b>AO27.2</b>                  Development where a <a href="#">small lot</a> and not complying with the dimensions in <a href="#">Table 9.4.10.3.B</a> provides a minimum of 16m<sup>2</sup> principle private open space with a minimum dimension of 4m.</p> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> 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.</i></p> <p><i>Note—The <a href="#">development footprint</a> does not override the <a href="#">Dwelling house (small lot) code</a> other than to the extent provided for in that code.</i></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  As above.</p>
	<p><b>AO27.3</b>                  Development locates the <a href="#">development footprint plan</a> so that no more than 6 <a href="#">dwelling houses</a> in a row provide for co-located built to boundary walls.</p> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> 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.</i></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  3 Lots and dwellings (townhouses) proposed.</p>
	<p><b>AO27.4</b>                  Development where a <a href="#">small lot</a> with a frontage width of less than 10m provides a <a href="#">development footprint plan</a> demonstrating that any vehicle parking areas, access or driveway is in a location that:</p> <ol style="list-style-type: none"> <li>a. minimises impacts to existing street trees and on-street car parking;</li> <li>b. maximises opportunities for street tree planting and on-street car parking.</li> </ol> <p><i>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a>. A <a href="#">development footprint plan</a> 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.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  A new access driveway is proposed from Gonzales Street that allows for retention of street trees and new street tree opportunities.</p>

<p><b>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</b></p>		
<p>The Site is not located in the Industry zones category or the Extractive industry zone. As such, this criteria is not applicable.</p>		
<p><b>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</b></p>		
<p><i>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</i></p>		
<p>The Site is not located within the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone. As such, this criteria is not applicable.</p>		
<p><b>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</b></p>		
<p>The Site is not located within the Environmental management zone, Rural zone or a very-low density residential potential development area. As such, this criteria is not applicable.</p>		
<p><b>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</b></p>		
<p><b>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</b></p>		
<p><b>PO34</b> Development does not result in:</p> <ul style="list-style-type: none"> <li>a. the use of a premises being impaired or made unlawful;</li> <li>b. dependent activities of a use becoming separated by titling;</li> <li>c. the functioning of the relevant development approval being compromised.</li> </ul> <p><i>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.</i></p> <p><i>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.</i></p> <p><i>Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use</i></p>	<p><b>AO34.1</b> Development ensures:</p> <ul style="list-style-type: none"> <li>a. the use of premises remains lawful;</li> <li>b. development remains in compliance with planning and building standards and development approvals.</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p> <p>Development will create 3 freehold lots with new dwellings (townhouses).</p>
	<p><b>AO34.2</b> Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p> <p>As above.</p>

<p>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.</p>		
<p><b>If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i></b></p>		
<p><i>Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.</i></p>		
<p>The proposed subdivision does not involve standard format lot with common property. As such, this criteria is not applicable.</p>		

## 2.3 Multiple Dwelling Code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Site area and frontage</b>		
<p><b>PO1</b> Development has a site area and frontage width that is sufficient to:</p> <ul style="list-style-type: none"> <li>a. accommodate the scale and form of <a href="#">multiple dwelling</a> buildings considering site features such as heritage or character buildings and slope;</li> <li>b. deliver useable <a href="#">communal open space</a> areas and private open spaces;</li> <li>c. achieve viable areas of deep planting and landscaping to retain significant vegetation and protect or establish large subtropical shade trees;</li> <li>d. achieve safe and convenient vehicle access to the site;</li> <li>e. accommodate on-site parking and vehicle manoeuvring for residents, visitors and service providers;</li> <li>f. accommodate the location and size requirements of service authorities and site services to minimise adverse visual and <a href="#">amenity</a> impacts on neighbours and the streetscape;</li> <li>g. minimise the impact of new driveways on the streetscape.</li> </ul>	<p><b>AO1</b> Development has a site area and frontage width that meets the minimum requirements set out in:</p> <ul style="list-style-type: none"> <li>a. a neighbourhood plan; or</li> <li>b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in <a href="#">Table 9.3.14.3.B</a>.</li> </ul> <p><i>Note—The site frontage is measured at the property line on the primary road boundary.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is included in the Medium density zone and site area is 554m<sup>2</sup>.</p> <p>Refer to <b>Section 8</b> of Planning Report for justification.</p>
<p><b>PO2</b> Development in the High density residential zone or Medium density residential zone does not isolate or negatively impact on the potential for adjoining sites to develop to a scale and intensity envisaged for the zone or neighbourhood plan area.</p> <p><i>Note—An indicative concept plan that demonstrates compliant development can be achieved on the adjoining site may be required to demonstrate achievement of this outcome.</i></p>	<p><b>AO2</b> Development in the High density residential zone or the Medium density residential zone ensures that the site area and frontage width of an adjoining site in the High density residential zone or the Medium density residential zone meets the minimum requirements set out in:</p> <ul style="list-style-type: none"> <li>a. a neighbourhood plan; or</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>The adjoining site (only adjoining site) to the south is greater than 800m<sup>2</sup> and has a frontage of greater than 20m.</p>

	<p>b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in <a href="#">Table 9.3.14.3.B</a>.</p>	
<p><b>Building design and appearance</b></p>		
<p><b>PO3</b> Development height, bulk and scale, siting and layout ensures that:</p> <p>a. <a href="#">building height</a> is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street;</p> <p>b. where <a href="#">building height</a> is greater than the acceptable outcome for <a href="#">building height</a> on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale;</p> <p>c. impacts on residential <a href="#">amenity</a> and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained to <a href="#">habitable rooms</a>, private and <a href="#">communal open space</a> for both the development and residences on adjoining and nearby sites;</p> <p>d. sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening;</p> <p>e. the development is consistent with the <a href="#">setback</a> pattern and contributes to the character of the streetscape;</p> <p>f. adequate landscape buffering is achieved, including the retention and provision of large subtropical shade trees in deep planting areas.</p>	<p><b>A03</b> Development is contained within the <a href="#">building envelope</a> for the site created by applying:</p> <p>a. the maximum <a href="#">building height</a> in <a href="#">Table 9.3.14.3.B</a>;</p> <p>b. front, rear and side boundary <a href="#">setback</a> requirements in <a href="#">Table 9.3.14.3.C</a>;</p> <p>c. car parking boundary <a href="#">setback</a> requirements in <a href="#">Table 9.3.14.3.E</a>;</p> <p>d. building separation requirements in <a href="#">Table 9.3.14.3.F</a>;</p> <p>e. <a href="#">building height transitions</a> specified in <a href="#">Table 9.3.14.3.I</a> where applicable;</p> <p>f. the acceptable outcomes for deep planting and landscaping areas.</p> <p>Refer to <a href="#">Figure b</a> and <a href="#">Figure c</a>.</p> <p><i>Note—This acceptable outcome can be demonstrated by the preparation of a <a href="#">building envelope plan</a>, elevations and sections.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Refer to the individual responses below.</p> <p>a. The development proposes a building height of 3 storeys at maximum height in accordance with Table 9.3.14.3.B</p> <p>b. The development proposes performance solutions to proposed boundary setbacks, as follows:</p> <p>The front boundary setback to Laver Street is 4.1m (in lieu of 6m) to the wall and 3.583m (in lieu of 4m) to the balcony.</p> <p>The setback to the secondary road frontages of Mains Road and Gonzales Street are 3m to wall (in lieu of 6m) and 2.5m to balcony (in lieu of 4m).</p> <p>The Site does not have a rear boundary. A southern side boundary setback to the adjoining site is of 3.928m (in lieu of 4m).</p> <p>Refer to <b>Section 8</b> of the Planning Report.</p> <p>c. The development provides underneath carparks at minimum 6m in accordance with Table 9.3.14.3.C.</p> <p>d. The development generally complies with separation setbacks as prescribed in Table</p>

		<p>9.3.14.3.F with exception to the southern side boundary setback where approximately 8 metres is proposed to the adjoining multiple dwelling, whereas the Table requires a minimum 12 metres setback for height between 3-5 storeys.</p> <p>Refer to <b>Section 8</b> of the Planning Report</p> <p>e. The development generally complies with the acceptable outcomes for deep planting and landscape area.</p>
<p><b>PO4</b> Development has a <a href="#">building height</a>, scale and form that improves the <a href="#">amenity</a> and achieves the intended outcomes of the zone or neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ol style="list-style-type: none"> <li>consistent with the anticipated density and assumed infrastructure demand;</li> <li>aligned to community expectations about the number of <a href="#">storeys</a> to be built, having regard to the intent for the zone precinct and the predominant height of approved buildings in the street;</li> <li>proportionate to and commensurate with the site area and frontage width so as not to be overbearing on the street or adjoining development;</li> <li>designed to avoid a significant and undue adverse <a href="#">amenity</a> impact to adjoining development;</li> <li>sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites;</li> </ol>	<p><b>AO4.1</b> Development has a maximum <a href="#">building height</a> that complies with:</p> <ol style="list-style-type: none"> <li>a neighbourhood plan; or</li> <li>if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in <a href="#">Table 9.3.14.3.B</a>.</li> </ol> <p><b>AO4.2</b> Development incorporates the <a href="#">building height transition</a> requirements set out in <a href="#">Table 9.3.14.3.I</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>The development proposes a building height of 3 storeys in accordance with Table 9.3.14.3.B that prescribes a maximum height of 5 storeys.</p> <hr/> <p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Site does not interface to a lower density zone.</p>

<p>f. considerate of street conditions, the topography of the area and site slope;</p> <p>g. designed to maintain significant view points and corridors;</p> <p>h. designed and orientated to retain solar access to key public spaces and adjoining buildings.</p>		
<p><b>PO5</b> Development for services and related structures, including electricity transformers, fire hydrant and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas:</p> <p>a. are integrated into the development;</p> <p>b. do not dominate the site frontage;</p> <p>c. are compatible with the intended streetscape character;</p> <p>d. ensure adverse <a href="#">amenity</a> impacts to the streetscape and habitable spaces are ameliorated.</p>	<p><b>A05</b> Development ensures that where services and related structures, including electricity transformers, fire hydrants and booster assemblies, air conditioning and other mechanical plant, vents, exhausts and refuse and recycling storage areas, are located within 4 metres of the front boundary:</p> <p>a. comprise no more than 5m or 10% of the street frontage, whichever is the lesser;</p> <p>b. are orientated towards the internal driveways or footpaths onsite;</p> <p>c. are located, screened or landscaped so as not to be visually obtrusive.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>Each dwelling will have individual service connections within the respective lot boundaries.</p>
<p><b>PO6</b> Development provides a front boundary <a href="#">setback</a> that:</p> <p>a. defines the street edge;</p> <p>b. creates a clear threshold and transition from public to private space;</p> <p>c. assists in achieving visual privacy to ground-floor dwellings from the street;</p> <p>d. supports the location of balconies for casual surveillance of the street and modulation of the facade;</p> <p>e. allows for built form and facade articulation that contributes to the streetscape character and landscape;</p> <p>f. is consistent with the intended streetscape and <a href="#">setback</a> pattern;</p>	<p><b>A06</b> Development provides <a href="#">setbacks</a> to the primary and <a href="#">secondary frontages</a> that complies with:</p> <p>a. a neighbourhood plan; or</p> <p>b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in <a href="#">Table 9.3.14.3.C</a>.</p> <p><i>Note—Roofing of terrace areas on car parking structures are to comply with boundary <a href="#">setback</a> requirements for balconies.</i></p> <p><i>Note—Boundary <a href="#">setbacks</a> are also influenced by minimum building separations considering the nature of the wall proposed and the number of openings or balconies.</i></p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input checked="" type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The development proposes performance solutions to proposed boundary setbacks, as follows:</p> <ul style="list-style-type: none"> <li>• The front boundary setback to Laver Street is 4.1m (in lieu of 6m) to the wall and 3.583m (in lieu of 4m) to the balcony.</li> <li>• The setback to the secondary road frontages of Mains Road and Gonzales Street are 3m to wall (in lieu of 6m) and 2.5m to balcony (in lieu of 4m).</li> </ul> <p>Refer to <b>Section 8</b> of Planning Report.</p>

<p>g. facilitates landscaping appropriate to soften and screen the built form of the development from the street.</p>		
<p><b>PO7</b> Development provides side and rear boundary <a href="#">setbacks</a> that:</p> <p>a. consider future development;</p> <p>b. minimise the impacts of development on the <a href="#">amenity</a> and privacy of future and existing neighbourhood residents;</p> <p>c. support the separation of buildings to provide visual and acoustic privacy without reliance on screening, and ensure access to natural light, sunlight and breezes;</p> <p>d. contribute to the rhythm and pattern of the streetscape in keeping with the intended neighbourhood character;</p> <p>e. maximise the opportunity to retain significant vegetation and protect or establish large subtropical shade trees in deep-planting areas.</p>	<p><b>AO7.1</b> Unless greater <a href="#">setbacks</a> are required to achieve adequate building separation, development provides a rear boundary and side boundary <a href="#">setback</a> that complies with:</p> <p>a. a neighbourhood plan; or</p> <p>b. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in <a href="#">Table 9.3.14.3.C</a>. Refer to <a href="#">Figure d</a>.</p> <p><b>AO7.2</b> Development ensures that any built to boundary walls located in a zone in the residential zones category are:</p> <p>a. not located along both side boundaries unless in the Low-medium density residential zone, Medium density residential zone or High density residential zone;</p> <p>b. not located along a common boundary with a lot located in the Low density residential zone or Character residential zone;</p> <p>c. for non-habitable rooms or spaces only;</p> <p>d. not located within 1.5m of a <a href="#">habitable room</a> in an adjoining <a href="#">dwelling house</a> where not located in the Medium density residential zone or High density residential zone;</p> <p>e. not located within the front or rear <a href="#">setback</a>;</p> <p>f. where on the side boundaries of a <a href="#">corner lot</a>, located towards the front of the development and separated;</p> <p>g. a maximum height of 3m;</p> <p>h. low maintenance or constructed of prefinished materials. Refer to <a href="#">Figure e</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input checked="" type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The Site does not have a rear boundary. A southern side boundary setback to the adjoining site is of 3.928m (in lieu of 4m).</p> <p>Refer to <b>Section 8</b> of the Planning Report.</p> <hr/> <p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal does not include a built to boundary wall.</p>

	<p><b>A07.3</b> Development ensures built to boundary walls:</p> <ul style="list-style-type: none"> <li>a. have a maximum cumulative length along each side boundary of 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or</li> <li>b. have a maximum cumulative length of 9m, where permitted in the Infill housing zone precinct of the Character residential zone; or</li> <li>c. do not exceed the length of an abutting and lawfully constructed built to boundary wall on an adjoining lot.</li> </ul>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  Proposal does not include a built to boundary wall.</p>
<p><b>PO8</b> Development ensures that the proportion of buildings to open space and landscaping on a site:</p> <ul style="list-style-type: none"> <li>a. is consistent with the intended form, character and intensity of the local area and immediate streetscape;</li> <li>b. facilitates modulation and articulation of the building form;</li> <li>c. supports residential <a href="#">amenity</a> for occupants and adjoining properties;</li> <li>d. supports private outdoor subtropical living;</li> <li>e. provides for well-located and functional <a href="#">communal open space</a> areas;</li> <li>f. provides for deep planting areas to retain significant vegetation and protect or establish large subtropical shade trees.</li> </ul>	<p><b>A08</b> Development has:</p> <ul style="list-style-type: none"> <li>a. a <a href="#">building footprint</a> within the <a href="#">building envelope</a>;</li> <li>b. a maximum <a href="#">site cover</a> that:                         <ul style="list-style-type: none"> <li>i. complies with the requirements set out in a neighbourhood plan; or</li> <li>ii. if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan:                                 <ul style="list-style-type: none"> <li>A. where in the Medium density residential zone, Low-medium density residential zone or the Infill housing zone precinct of the Character residential zone, is 45%; or</li> <li>B. where in the High density residential zone, is 40%.</li> </ul> </li> </ul> </li> </ul>	<p><input type="checkbox"/> <b>Complies</b>  <input checked="" type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed site cover is 48.6% (in lieu of 45%). A maximum site cover is not specified in a neighbourhood plan.                   Refer to <b>Section 8</b> of the Planning Report.</p>
<p><b>PO9</b> Development balances the height and footprint of the building, providing modulation and variation in the facade's horizontal and vertical profiles that:</p> <ul style="list-style-type: none"> <li>a. reduces the appearances of bulk through changes in building depth, length and articulated form;</li> </ul>	<p><b>A09.1</b> Development where in the Medium density residential zone, Low-medium density residential zone or in the Infill housing zone precinct of the Character residential zone, the maximum length of a wall in any direction is 30m with substantial articulation provided every 15m.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  The proposed building forms include substantial articulation along all building facades.</p>

<p>b. maintains a human scale and is consistent with the form and character intent of the neighbourhood and street;</p> <p>c. supports residential <a href="#">amenity</a> to occupants and adjoining properties, including access to natural light and breezes;</p> <p>d. provides opportunities for dual aspect dwellings;</p> <p>e. incorporates changes in material, finish or texture at regular intervals;</p> <p>f. provides expressive shadow casting elements;</p> <p>g. provides opportunities for useable and functional open space.</p> <p>Refer to <a href="#">Figure i</a>.</p>	<p><i>Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.</i></p>	<p>Refer to architectural elevations and perspectives.</p>
	<p><b>A09.2</b> Development where in the High density residential zone, the maximum length of a wall in any direction is 50m with substantial articulation provided every 15m.</p> <p><i>Note—Substantial articulation is a full building separation of 6m or a change in building line of plus or minus 2m for a length not less than 5m.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Development is not identified in the specified zone.</p>
	<p><b>A09.3</b> Development incorporates the following design elements:</p> <p>a. balconies, verandas or terraces on each level;</p> <p>b. variation in the treatment and patterning of windows to bring visual interest and activation to each facade;</p> <p>c. variation in building form, materials, colours, textures and finishes to articulate finer scale architectural features and building elements such as party walls and slab edges;</p> <p>d. recessions and projections in the roof and wall plane, such as steps, slopes or splays which cast shadows.</p> <p>Refer to <a href="#">Figure l</a>, <a href="#">Figure m</a> and <a href="#">Figure n</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>The proposed building incorporates generous balconies for each unit &amp; provides appropriate articulation that enables visual interest &amp; activation.</p> <p>The proposed materials, recessions &amp; projections of the building provide for variations in form &amp; building bulk.</p> <p>Refer to architectural elevations.</p>
	<p><b>A09.4</b> Development of the first 3 <a href="#">storeys</a> of the building includes:</p> <p>a. balconies and outdoor living areas orientated to the street or <a href="#">public realm</a>;</p> <p>b. expression and promotion of pedestrian entries;</p> <p>c. elements of a finer scale than the building's main structure framing such as party walls and slab edges;</p> <p>d. recesses in built form to allow natural light to access <a href="#">habitable rooms</a> within the building.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Balconies are positioned towards Laver Street. Pedestrian entry points to the Site are clearly defined &amp; legible. The proposed design incorporates recesses in the built form which allows natural light to penetrate the dwellings.</p> <p>Refer to architectural elevations.</p>

<p><b>PO10</b> Development for rooftops and building caps:</p> <ol style="list-style-type: none"> <li>is contextually and climatically appropriate in form;</li> <li>reduces the bulk and scale of development when viewed from the street;</li> <li>is responsive to orientation and solar access;</li> <li>is not marred by plant and equipment;</li> <li>may incorporate a <a href="#">rooftop garden</a> where integrated as part of the overall building design and enhancing the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points.</li> </ol> <p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p>Refer to <a href="#">Figure j</a>, <a href="#">Figure k</a> and <a href="#">Figure l</a>.</p> <p><b>AO10.1</b> Development provides building caps and rooftops which:</p> <ol style="list-style-type: none"> <li>contribute to the architectural distinction of the building and roofs;</li> <li>include interesting forms created through pitches, gables, skillions or other features;</li> <li>provides opportunity for landscaping, alternative water sources, solar energy and <a href="#">communal open space</a> area.</li> </ol> <p>Refer to <a href="#">Figure m</a> and <a href="#">Figure n</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Rooftop terraces are proposed on all three dwellings. Hip roof forms are also proposed.</p>
	<p><b>AO10.2</b> Development for rooftop service structures, lift motor rooms and mechanical plant and equipment is:</p> <ol style="list-style-type: none"> <li>designed as an architectural feature of the building;</li> <li>incorporated into the roof form;</li> <li>designed to enable future inclusion of plant and equipment such as telecommunications facilities in an unobtrusive manner;</li> <li>visually and <a href="#">acoustically screened</a> from any <a href="#">communal open space</a> on the rooftop.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No rooftop service structures proposed.</p>
	<p><b>AO10.3</b> Development for a <a href="#">rooftop garden</a>:</p> <ol style="list-style-type: none"> <li>incorporates a combination of built form and soft landscape elements integrated with the overall building design;</li> <li>enhances the presentation and visual amenity of the rooftop and skyline when viewed from external public vantage points.</li> </ol> <p><i>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No rooftop garden proposed.</p>
<p><b>PO11</b></p>	<p><b>AO11.1</b> Development provides a building front elevation that is parallel or nearly parallel to the street frontage.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p>

<p>Development provides a building that must define the street edge and reinforce the desired character of the neighbourhood through:</p> <ul style="list-style-type: none"> <li>a. orientation to the street;</li> <li>b. front boundary <a href="#">setback</a>;</li> <li>c. balconies and windows to provide overlooking and casual surveillance;</li> <li>d. building entrances;</li> <li>e. the treatment of retaining walls or <a href="#">basement</a> car parking edges.</li> </ul> <p>Refer to <a href="#">Figure r</a> and <a href="#">Figure u</a>.</p>		Proposed front elevation is parallel to the street frontages.
	<p><b>AO11.2</b></p> <p>Unless required to achieve landscaping and streetscape outcomes, development provides a building that is not set back further than 2m beyond the minimum required street front <a href="#">setback</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed building setback is not 2m further than the minimum setback.</p>
	<p><b>AO11.3</b></p> <p>Development provides balconies and windows from the primary living area that face and overlook the street or public space.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>Balconies are provided on all dwellings addressing Laver Street.</p>
<p><b>PO12</b></p> <p>Development provides an entrance that must define the threshold between public and private space and provide:</p> <ul style="list-style-type: none"> <li>a. safe, secure and convenient access to the site for residents and visitors;</li> <li>b. a sufficiently scaled and sheltered entry and meeting space;</li> <li>c. clear building signage and numbering for emergency access;</li> <li>d. lighting to ensure the safety of residents and visitors whilst not causing undue nuisance to <a href="#">adjoining premises</a>;</li> <li>e. conveniently located mailboxes;</li> <li>f. individual entrances to <a href="#">ground storey</a> dwellings provide for a varied streetscape.</li> </ul>	<p><b>AO12.1</b></p> <p>Development of a small-scale <a href="#">multiple dwelling</a> of 5 or fewer dwellings in attached form, such as townhouses, ensures access to the front door of each dwelling is at the <a href="#">ground storey</a> and clearly identifiable and visible from the public street or internal driveway.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Front door to each dwelling is identifiable from Laver Street.</p>
	<p><b>AO12.2</b></p> <p>Development where not a small-scale <a href="#">multiple dwelling</a> of 5 or less dwellings, provides at least one prominent pedestrian entry that connects a foyer or building entry directly with the public verge, is separated from the vehicle entry and includes:</p> <ul style="list-style-type: none"> <li>a. entry and waiting space off the footpath;</li> <li>b. shelter;</li> <li>c. lighting in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;</li> </ul>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>

	<p>d. mailboxes. Refer to <a href="#">Figure s</a>.</p> <p><b>AO12.3</b> Development provides direct entry from the street for any <a href="#">ground storey</a> dwellings that are adjacent to the street front and ensures that:</p> <p>a. any steps are set back a minimum of 1m and are perpendicular to the front boundary;</p> <p>b. retaining walls step to the street level and provide a transition from private outdoor space and the street;</p> <p>c. lighting is provided in accordance with Category P3 of the AS/NZS 1158.3.1:2005 Lighting for roads and public spaces and complying with Table 2.1 - Illuminance in the vertical plane of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;</p> <p>d. street numbering is provided to support visitor and emergency access. Refer to <a href="#">Figure t</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>Safety, privacy and <a href="#">amenity</a></b></p>		
<p><b>PO13</b> If:</p> <p>a. identified in a neighbourhood plan as a <a href="#">building height transition</a>; or</p> <p>b. in the High density residential zone or the Medium density residential zone and sharing a common boundary with, or located fronting a <a href="#">minor road</a> that is opposite premises in the Low–medium density residential zone, Low density residential zone or Character residential zone.</p> <p>Development provides a transitional built form which protects the <a href="#">amenity</a> of lower density residential areas by:</p> <p>a. stepping down in height and scale;</p> <p>b. heavily landscaping interface area;</p>	<p><b>AO13.1</b> Where identified in a neighbourhood plan, development provides a <a href="#">building height transition</a> which ensures that buildings and structures comply with the requirements specified in the neighbourhood plan.</p> <p><b>AO13.2</b> Where no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, development in the High density or Medium density residential zones provides a <a href="#">building height transition</a> that complies with the requirements specified in <a href="#">Table 9.3.14.3.l</a>. Refer to <a href="#">Figure f</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The neighbourhood plan does not specify building height transitions.</p> <p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The Proposal involves 3-storey townhouses.</p>

<p>c. minimising impacts including overlooking and visual dominance through building articulation;</p> <p>d. maintaining adequate levels of natural ventilation and light penetration to <a href="#">habitable rooms</a> and private open space;</p> <p>e. avoiding large blank walls on steeply sloping sites.</p>		
<p><b>PO14</b> Development separates buildings from existing or future buildings within a site or on an adjoining site to:</p> <p>a. be consistent with the form and character intent for the local area;</p> <p>b. protect residential <a href="#">amenity</a> including access to natural light, sunlight and breeze;</p> <p>c. provide visual privacy to reduce the need for fixed screening.</p>	<p><b>AO14.1</b> Development provides building placement and design that:</p> <p>a. complies with <a href="#">Table 9.3.14.3.F</a>; or</p> <p>b. positions the primary balcony or private open space to face the street frontage or rear boundary or adjoining public open space;</p> <p>c. offsets balconies or <a href="#">habitable rooms</a> so that they are positioned outside the cone of vision of existing or approved <a href="#">habitable rooms</a> or outdoor spaces.</p> <p>Refer to <a href="#">Figure g</a> and <a href="#">Figure h</a>.</p> <p><i>Note—This is demonstrated by a site context plan that includes adjoining and adjacent buildings (including <a href="#">habitable rooms</a>) and strategies to address separation issues.</i></p> <p><i>Note— Considered site planning and design and strategies such as offsetting balconies, the location of private space, selective screening or other design elements can reduce building separation requirements.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>Balconies, rooftop terrace and additional POS areas are provided on all dwellings proposed and address and orientate to Laver Street.</p>
<p><b>PO15</b> Development of a building 8 <a href="#">storeys</a> and over ensures that the design mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants.</p>	<p><b>AO15</b> Development with a building between 8 <a href="#">storeys</a> and 15 <a href="#">storeys</a> provides wind mitigation that uses at least 2 of the following strategies:</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed townhouses are maintained at a maximum height of 3 storeys.</p>

<p>Note—Where <a href="#">building height</a> exceeds 15 <a href="#">storeys</a>, a wind impact report prepared by a suitably qualified professional is required to be submitted to demonstrate achievement of the above outcome.</p>	<ul style="list-style-type: none"> <li>a. building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds;</li> <li>b. a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level;</li> <li>c. canopies, roof structures and awnings to protect pedestrians and building occupants at ground and podium levels;</li> <li>d. trellis structures and a dense network of trees onsite at ground or podium level.</li> </ul> <p>Note—No acceptable outcome is prescribed for a development if more than 15 <a href="#">storeys</a> in height.</p> <p>Note—Where a podium provides for unroofed private or <a href="#">communal open space</a> areas, a wind impact report prepared by a suitably qualified professional may be required to justify appropriate wind mitigation measures to ensure the safety of residents and visitors of the building.</p>	
<p><b>PO16</b> Development provides screening and partial enclosure of balconies to:</p> <ul style="list-style-type: none"> <li>a. balance the privacy needs of neighbouring dwellings with the comfort of building occupants;</li> <li>b. ensure buildings are subtropical and climatically responsive;</li> <li>c. reduce the appearance of excessive bulk;</li> <li>d. provide opportunities for passive surveillance of the street or public spaces.</li> </ul> <p>Note—Balconies use a combination of solid balustrades, operable screens and lightweight materials to provide a balance of privacy and engagement with the street and other public spaces.</p>	<p><b>AO16.1</b> Development where providing balconies with solid balustrades on the street frontage or visible from public space, limits solid balustrading to a maximum of:</p> <ul style="list-style-type: none"> <li>a. 50% of the balconies on the first 3 <a href="#">storeys</a>;</li> <li>b. 25% on the 4th <a href="#">storey</a> and above.</li> </ul> <p>Refer to <a href="#">Figure w</a>.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul> <p>Proposal incorporates solid balustrading to maximum 50% on the first 3 levels.</p> <p>Refer to architectural plans.</p>
	<p><b>AO16.2</b> Development where providing solid walls or fixed screening to balconies limits the walls and screening to:</p> <ul style="list-style-type: none"> <li>a. the side directly adjoining another balcony or private open space within the same building;</li> <li>b. a maximum of 20% or 1m of 1 external face, whichever is lesser, to screen utilities or private clothes lines;</li> </ul>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input type="checkbox"/> Not Applicable</li> </ul> <p>Proposal does provide solid or fixed screening.</p> <p>Refer to architectural plans.</p>

	<p>c. the full extent of a secondary balcony on a side elevation where for utilities or services.</p> <p><i>Note—This excludes solid balustrades or screening where provided to reduce <a href="#">amenity</a> or privacy impacts to nearby dwellings.</i></p>	
	<p><b>AO16.3</b> Development where providing operable, moveable or adjustable screening of balconies, limits the screening to a maximum of:</p> <p>a. 60% of the front side or rear boundary balconies to achieve visual privacy to an existing dwelling within 9m;</p> <p>b. 100% of west-facing primary balconies.</p> <p>Refer to <a href="#">Figure w.</a></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  To be conditioned.</p>
<p><b>PO17</b> Development must minimise direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices.</p> <p><i>Note—Siting and building separation is used to minimise privacy screening requirements.</i></p>	<p><b>AO17.1</b> Development where the dwelling is located within 2m at <a href="#">ground storey</a> or 9m above <a href="#">ground storey</a> of a <a href="#">habitable room</a> window or private open space of an existing <a href="#">dwelling house</a>, ensures <a href="#">habitable rooms</a> and any private outdoor spaces have:</p> <p>a. an offset from the <a href="#">habitable room</a> or private open space of the existing dwelling to limit direct outlook; or</p> <p>b. sill heights a minimum of 1.5m above floor level; or</p> <p>c. fixed obscure glazing in any part of the window below 1.5m above floor level; or</p> <p>d. fixed external screens; or</p> <p>e. in the case of screening for a ground floor level, fencing to a minimum 1.8m above the <a href="#">ground storey</a> floor level.</p> <p>Refer to <a href="#">Figure h.</a></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  Proposal does not incorporate dwellings within the nominated distance.</p>
	<p><b>AO17.2</b> Development where a direct view is available from balconies, terraces, decks or roof decks into windows of <a href="#">habitable rooms</a>, balconies, terraces or decks in an</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposal does not include direct views into an adjacent dwelling house.</p>

	adjacent existing <a href="#">dwelling house</a> , is screened from floor level to a height above 1.5m above floor level.	
	<p><b>AO17.3</b> Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanently fixed and durable.</p> <p><i>Note—The screening device is offset a minimum of 0.3m from the wall around any window.</i></p> <p><i>Note—Screening devices may be hinged or otherwise attached to facilitate emergency egress.</i></p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed screening devices are suitably open.
<b>PO18</b> Development minimises light nuisance to residents and <a href="#">adjoining premises</a> whilst maintaining safety of publicly accessible areas of the development.	<p><b>AO18</b> Development of <a href="#">outdoor lighting</a> is in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> <p><i>Note—This includes <a href="#">outdoor lighting</a> to <a href="#">communal open spaces</a> on the roof.</i></p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal does not include outdoor lighting.
<b>PO19</b> Development for a building must not incorporate any type of glass or other surface likely to reflect specular rays that could create undue nuisance, discomfort or hazard to the surrounding locality.	<p><b>AO19</b> Where development incorporates reflective glass material, it is to have:</p> <p>a. a level of light reflectivity of not greater than 20%;                  b. a level of heat transmission of not less than 20%.</p>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed glass will be suitable.
<p><b>PO20</b> Development is located, designed and constructed to achieve the:</p> <p>a. air quality (planning) criteria in <a href="#">Table 9.3.14.3.G</a>;                  b. odour criteria in <a href="#">Table 9.3.14.3.H</a>.</p> <p><i>Note—An air quality impact report prepared in accordance with the <a href="#">Air quality planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO20.1</b> Development in a zone in the centre zones category or the Mixed use zone, including any outdoor air intakes for the development, is separated from:</p> <p>a. exhaust vent outlets of premises where food or cooking odour is released, by a minimum of 6m;                  b. exhaust vent outlets from car parks or bus stations, by a minimum of 15m.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located in the nominated zones.
	<p><b>AO20.2</b> Development is located no closer than 150m to a spray painting workshop.</p>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located within 150m of a spray-painting workshop.

	<p><i>Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the <a href="#">sensitive use</a>.</i></p>	
<p><b>PO21</b> Development in a zone in the centre zones category or the Mixed use zone must:</p> <ol style="list-style-type: none"> <li>be located, designed and constructed to protect bedrooms and other <a href="#">habitable rooms</a> from exposure to noise arising from non-residential activities outside the building;</li> <li>be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedrooms or indoor primary living areas of 30dBA.</li> </ol> <p><i>Note—A noise impact assessment report prepared in accordance with the <a href="#">Noise impact assessment planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i></p> <p><i>Note—Site-specific criteria will be identified in a neighbourhood plan for sites within a Special Entertainment Precinct Area or within the <a href="#">Transport noise corridor overlay</a>.</i></p>	<p><b>AO21</b> Development in a zone in the centre zones category or the Mixed use zone has a minimum acoustic performance of:</p> <ol style="list-style-type: none"> <li>Rw 35 for glazing (windows and doors) where total area of glazing is greater than 1.8m<sup>2</sup>;</li> <li>Rw 32 for glazing (windows and doors) where total area of glazing is less than or equal to 1.8m<sup>2</sup>.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is not located in the nominated zones.</p>
<p><b>PO22</b> Development that includes mechanical plant (including air-conditioning plant, heat pumps and swimming pool pumps) ensures it is located, designed and attenuated to achieve the following criteria:</p> <ul style="list-style-type: none"> <li>L<sub>Aeq,adj,T</sub> emitted from mechanical plant is not greater than the rating background level plus 3 at a <a href="#">sensitive use</a> not associated with the development.</li> </ul> <p><i>Note—</i> <i>Where T is</i></p> <ul style="list-style-type: none"> <li>Day (7am to 6pm): 11hr,</li> <li>Evening (6pm to 10pm): 4hr,</li> <li>Night (10pm to 7am): 9hr.</li> </ul> <p><i>Where-</i></p>	<p><b>AO22</b> Development ensures mechanical plant is <a href="#">acoustically screened</a> from nearby <a href="#">sensitive uses</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>All mechanical plant equipment will be suitably screened.</p>

<ul style="list-style-type: none"> <li>• <math>L_{Aeq,d,T}</math> is the A-weighted equivalent continuous sound pressure level during measurement time T, adjusted for tonal and impulsive noise characteristics, determined in accordance with the methodology described in the <a href="#">Noise impact assessment planning scheme policy</a>.</li> <li>• The rating background level is determined in accordance with the methodology described in the <a href="#">Noise impact assessment planning scheme policy</a>.</li> </ul> <p>Note—A noise impact assessment report prepared in accordance with the <a href="#">Noise impact assessment planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</p>		
<p><b>PO23</b> Development must create a safe environment by incorporating the key elements of crime prevention through environmental design in its layout, building or structure design and landscaping by:</p> <ol style="list-style-type: none"> <li>facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets, and communal areas;</li> <li>defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>ensuring publicly accessible areas such as car parks, pathways, public toilets, and communal areas are well lit;</li> <li>including way-finding cues;</li> <li>minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs, communal areas.</li> </ol>	<p><b>AO23</b> No acceptable outcome prescribed.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Proposed design incorporates suitable crime prevention strategy by casual surveillance and engagement with the streetscape. Minimal blank spaces are provided for graffiti and will incorporate lighting to ensure visibility.</p>

<p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</i></p>		
<p><b>PO24</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building or structure design and landscaping, by:</p> <ol style="list-style-type: none"> <li>denying access to potential canvases through access control techniques;</li> <li>reducing potential canvases through canvas reduction techniques;</li> <li>ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</li> </ol> <p><i>Note—For guidance on graffiti and vandalism prevention techniques refer to the <a href="#">Graffiti prevention planning scheme policy</a>.</i></p>	<p><b>AO24</b> No acceptable outcome prescribed.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal will not provide graffiti or vandalism opportunities by limiting blank walls where feasible and will utilise easy maintenance techniques.</p>
<p><b>PO25</b> Development has hours of operation which are controlled so that the use does not detrimentally impact on the <a href="#">amenity</a> of adjoining residents.</p>	<p><b>AO25</b> Development:</p> <ol style="list-style-type: none"> <li>for <a href="#">accommodation activities</a>, dwelling unit or <a href="#">emergency services</a> has unlimited hours of operation;</li> <li>for any other use, has hours of operation, including deliveries, which are limited to 6am to 8pm, or as otherwise identified in a neighbourhood plan.</li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal is for a Multiple Dwelling.</p>
<p><b>Subtropical design and landscaping</b></p>		
<p><b>PO26</b> Development supports Brisbane's subtropical character and sustainable lifestyle through functional and climatically responsive building design, layout and orientation that:</p> <ol style="list-style-type: none"> <li>reduces the need for mechanical heating, cooling and lighting;</li> <li>ensures access to sunlight and natural heating, cooling and ventilation for residents;</li> <li>provides protection and relief from the subtropical climate;</li> </ol>	<p><b>AO26.1</b> Development is designed to provide all dwellings with:</p> <ol style="list-style-type: none"> <li>floor-to-ceiling heights of at least 2.7m;</li> <li><a href="#">habitable rooms</a> with a minimum of 2 dual aspect windows or openings.</li> </ol> <p>Refer to <a href="#">Figure o</a> and <a href="#">Figure p</a>.</p> <p><b>AO26.2</b> Development includes:</p> <ol style="list-style-type: none"> <li>weather protection and sun shading to all external doors and windows to <a href="#">habitable rooms</a>;</li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> All floor to ceiling heights are at least 2.7m and incorporate dual aspect windows or openings.</p> <p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p>

<p>d. mitigates the impact of urban heat island.</p>	<p>b. deep recesses, eaves and sun-shading devices on the north-facing building facades; c. extensively shaded west-facing building facades using building and landscape elements such as adjustable screens, awnings or pergolas, green walls and planting.</p>	<p>Proposal incorporates weather protection and sun shading elements to ensure suitable weather protection for all units.</p>
<p><b>PO27</b> Development ensures significant vegetation and large subtropical shade trees are retained, or where retention is not possible, compensatory planting is established to balance the bulk, scale and form of the building and provide a subtropical landscape setting including natural shade to mitigate heat island effects. <i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i></p>	<p><b>AO27.1</b> Development ensures that the location of new buildings, car parking, driveways, crossovers, retaining walls, <a href="#">filling and excavation</a>, utilities or services will not adversely impact the long-term viability of significant vegetation, including large subtropical shade trees to be retained. <i>Note—Invasive species listed as 'Undesirable plant species' in the <a href="#">Planting species planning scheme policy</a> are not required to be retained unless the tree is a significant, mature and healthy shade tree. <i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i></i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site does not contain any significant vegetation.</p>
	<p><b>AO27.2</b> Development provides or retains one tree within the site per 20m of frontage that is capable of growing to a minimum height of 15m at maturity. <i>Note—Landscape design incorporates planting in accordance with the <a href="#">Planting species planning scheme policy</a>. <i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i></i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to the attached landscape concept design for the proposed landscaping.</p>
	<p><b>AO27.3</b> Development provides tree species that are selected and planted to provide a minimum 50% shade cover to a site's open space within 10 years. <i>Note—Shade cover is to be measured at 12pm on 21 December.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to the attached landscape concept design for the proposed landscaping.</p>
<p><b>PO28</b> Development provides landscaping that must: a. provide shade to pedestrian pathways;</p>	<p><b>AO28.1</b> Development provides landscaping within the site along the frontage of the site that consists of:</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p>

<p>b. maintained sightlines and support personal safety by allowing for the overlooking of the street and public spaces from the site and balconies;</p> <p>c. present an integrated landscape, neighbourhood and streetscape character;</p> <p>d. contribute positively to <a href="#">amenity</a> and the subtropical microclimate of the site, streetscape and public spaces;</p> <p>e. reduce the appearance of building bulk and soften built form, driveways and hardstand areas from the street and adjoining properties;</p> <p>f. contribute to privacy between residences;</p> <p>g. provide natural shade to mitigate heat island impacts.</p> <p><i>Note—This is demonstrated by an overall site <a href="#">landscape concept plan</a>.</i>  <i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i></p>	<p>a. a minimum of 1 area of deep planting with a dimension of 4m x 4m;</p> <p>b. shade and/or rounded canopy trees located to cast a minimum of 50% shade over the adjacent verge within 5 years of planting;</p> <p>c. a minimum of 50% of frontage length planted for a minimum width of 2m, excluding the driveway crossover and pedestrian access.</p> <p><i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i>  <i>Note—The above requirements do not apply where a front boundary <a href="#">setback</a> of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.</i></p>	<p>Proposal provides suitable deep planting along the all site frontages.</p>
	<p><b>AO28.2</b>          Development provides landscaping along side boundaries as follows:</p> <p>a. a minimum of 1.5m wide landscaping for a side boundary excluding the area for built to boundary walls;</p> <p>b. a minimum of 1.5m wide landscaping for a side boundary where a driveway, or at ground level open parking area, is located adjacent to the boundary.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input checked="" type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>The development proposes a reduced side boundary landscape strip.</p> <p>Refer to <b>Section 8</b> of the Planning Report.</p>
<p><b>PO29</b>          Development provides deep planting areas that:</p> <p>a. are of sufficient size and dimension to contain large subtropical shade tree species;</p> <p>b. are maintained exclusively for landscaping, with no underground development or infrastructure;</p> <p>c. are open to the sky with access to light and rainfall into the natural ground;</p> <p>d. are planted with subtropical tree species that at maturity are complementary in scale and height to</p>	<p><b>AO29.1</b>          Development locates deep-planting areas:</p> <p>a. to protect existing significant vegetation including large subtropical shade trees;</p> <p>b. to provide an opportunity for the co-location of deep soil plants and large subtropical shade trees within the street or on <a href="#">adjoining premises</a>;</p> <p>c. within the front or rear set back to soften the built form for the street and <a href="#">adjoining premises</a>.</p> <p><i>Note—In regards to (c) above, deep planting is not required within the front <a href="#">setback</a> where a front boundary <a href="#">setback</a> of zero metres is required, such as in a zone in the centre zones category or Mixed use zone.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed deep planting areas are suitable to protect vegetation. We note that the Site does not contain any existing significant vegetation.</p>

<p>the building form and respond to the site location and design needs;</p> <p>e. soften the impact of building and hardstand areas and reduces impervious areas to improve stormwater;</p> <p>f. provides natural shade to mitigate heat island effects;</p> <p>g. provides informal recreation spaces that are easily accessible for building occupants;</p> <p>h. is located to retain and protect existing site features such as significant vegetation or grouped with deep-planted areas on adjacent sites to maximise contiguous areas of deep planting.</p>	<p><b>AO29.2</b> Development provides deep-planting areas that are:</p> <p>a. a minimum of 10% of the site area;</p> <p>b. a minimum unobstructed dimension of 4m in any direction;</p> <p>c. able to accommodate trees planted in natural ground;</p> <p>d. 100% open to the sky;</p> <p>e. can be accessed for maintenance purposes.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal provides 16.5% of the Site for landscaping including deep planting.</p>
	<p><b>AO29.3</b> Where there are no existing large subtropical shade trees on the site, development provides trees in the deep-planting areas which:</p> <p>a. are capable of growing to a minimum canopy diameter of 5m and a minimum height of 5m within 5 years of planting;</p> <p>b. are subtropical tree species consistent with the <a href="#">Planting species planning scheme policy</a>.</p> <p><i>Note—Tree species should be chosen to respond to particular site location or design needs. Where site circumstances permit, tree species that are complementary in scale and height to the building form should be selected. Tree height and canopy spread will be dependent on species.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed shade trees will be suitable and able to be planting across the deep planting areas - refer to Landscape Concept Plan for context.</p>
	<p><b>AO29.4</b> Development ensures that deep-planting areas are exclusively for landscaping and do not contain:</p> <p>a. vehicle driveways, manoeuvring or hardstand areas and pedestrian paths;</p> <p>b. surface structures and infrastructure such as water conservation services, refuse storage areas, fire hydrants or boosters, electrical transformers or other utilities;</p> <p>c. sub-surface structures or infrastructure such as piping, bioretention pits, <a href="#">basement</a> car parking structures.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed deep planting areas are exclusively for landscaping.</p>

Private and communal open space		
<p><b>PO30</b> Development provides communal space that must be designed to provide:</p> <ul style="list-style-type: none"> <li>a. residents with passive and active recreation opportunities;</li> <li>b. a pleasant outlook for residents and maximise opportunities for shared views or access to viewing points;</li> <li>c. opportunity for a range of uses and flexible use.</li> </ul>	<p><b>AO30.1</b> Development consisting of 10 or more dwellings provides <a href="#">communal open space</a>, that is clearly distinguished from deep planting areas and private open space, and:</p> <ul style="list-style-type: none"> <li>a. is a minimum of 5% or 40m<sup>2</sup> of the site area, whichever is greater;</li> <li>b. is one consolidated useable space, or where exceeding 100m<sup>2</sup>, two separate useable areas within the site;</li> <li>c. is a minimum 50% open to the sky;</li> <li>d. is a minimum of 25% landscaping;</li> <li>e. is a minimum of 25% shaded by trees within 5 years;</li> <li>f. is a maximum 25% as internal dedicated created space;</li> <li>g. is designed to provide a range of recreational facilities such as seating, barbeque, swimming pool and vegetable gardens;</li> <li>h. incorporates a flat paved or grassed area with a minimum dimension of 5m in any direction.</li> </ul> <p><i>Note—Deep planting areas can be located within <a href="#">communal open space</a>. However, the minimum site percentage requirements for <a href="#">communal open space</a> and deep planting must be calculated separately.</i></p> <p><i>Note—In regards to (b) above, one space may be provided on ground as a swimming pool and barbeque area with substantial landscaping, and another on the roof to take advantage of views.</i></p> <p><i>Note—Internal spaces may include a gymnasium, movie room or entertainment room.</i></p> <p><i>Note—Guidance about retention of existing trees is provided by the <a href="#">Vegetation planning scheme policy</a>.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>No communal areas proposed. 3 dwellings proposed.</p>
	<p><b>AO30.2</b> Development ensures that communal outdoor space areas do not contain:</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>

	<p>a. vehicle driveways, manoeuvring or hardstand areas; or</p> <p>b. surface structures and infrastructure such as rainwater tanks, transformers and water boosters.</p> <p><i>Note—Bioretention areas can form part of communal open space provided it is designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures such as pergolas are able to be located within communal open space.</i></p>	<p>As above.</p>
<p><b>PO31</b> Development must provide attractive and functional private open space for residents that:</p> <p>a. is appropriately sized and located to enhance amenity and liveability for residents;</p> <p>b. is designed to be functional for the use of the possible number of residents in each dwelling;</p> <p>c. is designed to contribute to the form and detail of the building.</p> <p><i>Note—Private open space can be provided on ground, on balconies or in a structure over a platform, basement and on rooftops.</i></p>	<p><b>AO31.1</b> Development provides private open space which comprises:</p> <p>a. for ground storey dwellings, a minimum area of 35m<sup>2</sup> with a minimum dimension of 3m;</p> <p>b. for dwellings above ground storey, a balcony with a minimum area of 12m<sup>2</sup> and a minimum dimension of 3m.</p> <p><i>Note—The measurement of minimum private open space requirements must be clear of utilities such as hot water systems, air-conditioning units, rainwater tanks, bicycle parking, fire hydrants or other utilities, as well as areas required for deep planting and communal open space.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Each dwelling is provided with adequate private open space, including ground-level areas with a minimum dimension of 3m, balconies with a minimum area of 10.6m<sup>2</sup> and a minimum dimension of 3m, and roof terraces with a minimum dimension of 3m and an area of 35.2m<sup>2</sup>.</p> <p>Each dwelling contains approximately 46m<sup>2</sup> of POS.</p>
	<p><b>AO31.2</b> Development provides for private open space areas that are:</p> <p>a. for the primary area, directly accessible from the internal primary living areas of the dwelling;</p> <p>b. provided with a screened area of 2m<sup>2</sup> minimum dimension capable of screening air-conditioning plant, private clothes drying, etc.;</p> <p>c. provided with adjustable, moveable or operable privacy screening where appropriate.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed dwellings incorporate suitable POS areas that are screened and directly accessible from the internal primary living spaces.</p>
	<p><b>AO31.3</b> Development provides balconies that are located to the front or rear of a building except where adequate building separation and screen landscaping can be achieved to maintain privacy along side boundaries.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposed balconies are located in the most suitable locations to avoid amenity impacts.</p>

	<p><b>AO31.4</b> Development ensures that private open space areas do not contain:</p> <ul style="list-style-type: none"> <li>a. vehicle driveways, manoeuvring or hardstand areas; or</li> <li>b. surface structures and infrastructure such as retaining walls, rainwater tanks, electricity transformers and fire hydrants and boosters.</li> </ul> <p><i>Note—Water conservation services or utilities or stormwater treatment measures, such as bioretention areas, can form part of private open space provided they are designed as a component of the landscape area but not any area of deep planting. Lightweight shade structures, such as pergolas, are able to be located within at-grade and in-structure private open space.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Private open spaces do not contain vehicle driveways or manoeuvring or hardstand areas.</p>
	<p><b>AO31.5</b> Development provides a minimum of 75% of a dwelling's outdoor living area positioned to the north or north-east. This is balanced with street interface desired outcomes.</p> <p><i>Note—Side boundary facing north or north-east facing windows or balconies may be permitted where this will significantly improve passive solar design, provided privacy for occupants and adjacent dwellings is maintained.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed outdoor living spaces address the north or north-east where feasible</p>
<b>Refuse storage and collection</b>		
<p><b>PO32</b> Development provides refuse and recycling collection and storage facilities that:</p> <ul style="list-style-type: none"> <li>a. are located conveniently in an unobtrusive dedicated storage room or separate screened structure;</li> <li>b. are located and managed so that adverse impacts on building occupants, neighbouring properties and the <a href="#">public realm</a> are minimised;</li> <li>c. provide for refuse and recycling including source separation;</li> </ul>	<p><b>AO32</b> Development provides refuse and recycling collection and storage facilities, including source separation, in accordance with the <a href="#">Refuse planning scheme policy</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed refuse collection will be in accordance with the refuse planning scheme policy.  Refer to the Traffic Engineering Report for context.</p>

<p>d. are of a design that allows low-frequency service collection;</p> <p>e. minimise ongoing building management cost for occupants.</p> <p><i>Note—Refer to the <a href="#">Refuse planning scheme policy</a> for further guidance.</i></p>		
<p><b>Car parking, manoeuvring and hardstand areas</b></p>		
<p><b>PO33</b> Development provides car parking areas, vehicle site access, services and utilities that do not adversely impact on a positive streetscape character and interface being established.</p>	<p><b>AO33.1</b> Development ensures that vehicle access comprises no more than 30% of the street frontage width at the front boundary and is located away from the main pedestrian entry. <i>Note—This excludes driveway splays to the kerb.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed vehicle access does not comprise 30% of the total street frontage width.</p>
	<p><b>AO33.2</b> Development provides site access, combined with short-term parking, drop-off zones or porte-cocheres, that does not dominate the street frontage or comprise more than 40% of the street frontage width.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed car parking will not be more than 40% of the street frontage width.</p>
	<p><b>AO33.3</b> Development, where above-ground or partially above-ground car parking, is located so that:</p> <p>a. the facade design and materials selection is extended to the car park entry and car park areas on all frontages and boundaries;</p> <p>b. building services, pipes and ducts within the car park are not visible from the street and other public spaces or adjoining properties and are screened and landscaped.</p> <p>Refer to <a href="#">Figure v</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed car parking is located and design to limit any impact from the streetscape.</p>
<p><b>PO34</b> Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is sited and of a bulk and form that:</p>	<p><b>AO34.1</b> Development where not in a zone in the centre zones category or the Mixed use zone, provides car parking that is located:</p> <p>a. below ground; or</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposed car parking is set back appropriately and located behind the main building line.</p>

<p>a. does not dominate the street frontage of the development;</p> <p>b. does not impact on the safety and efficiency of the road networks;</p> <p>c. does not detract from the quality of adjoining streetscape or public spaces;</p> <p>d. is safe and convenient for residents, visitors and service providers;</p> <p>e. does not negatively impact on the <a href="#">amenity</a> of adjoining residents by way of noise, odour or light having regard to:</p> <ul style="list-style-type: none"> <li>i. the proximity of <a href="#">dwelling houses</a> or existing <a href="#">multiple dwellings</a> on adjoining sites;</li> <li>ii. the scale and detail of any parking structure walls when viewed from the street and adjoining properties;</li> <li>iii. <a href="#">setback</a> distances to mitigate impacts;</li> <li>iv. the location of active frontages and public spaces.</li> </ul>	<p>b. at ground level or above ground level only if contained within the <a href="#">development footprint</a> and located behind the main building line, except where for visitor parking;</p> <p>c. set back from front, rear and side boundaries in accordance with a neighbourhood plan or if no neighbourhood plan applies or no requirements are specified in a neighbourhood plan, <a href="#">Table 9.3.14.3.E</a>;</p> <p>d. landscaped and screened from view of the street, other public areas and adjoining properties;</p> <p>e. not in conflict with required vehicle queuing distances.</p> <p><i>Note—Car parking within the building which extend 1m above ground level will be counted as a <a href="#">storey</a> in the maximum height and will be subject to the relevant boundary <a href="#">setback</a> requirements.</i></p>	
<p><i>Note—Where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the <a href="#">Centre or mixed use code</a> apply.</i></p>	<p><b>AO34.2</b> Development, where not in a zone in the centre zones category or the Mixed use zone, of a <a href="#">basement</a> car parking structure located between the street frontage and the main building line is no more than 1m above ground level at any point.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>          Proposal does not involve basement carparking.</p>
	<p><b>AO34.3</b> Development, where not in a zone in the centre zones category or the Mixed use zone, for a <a href="#">basement</a> car parking structure that is 1m or less above ground and located on the side or rear boundary ensures that where retaining walls and fencing are proposed:</p> <ul style="list-style-type: none"> <li>a. the maximum combined height of <a href="#">basement</a> structure, retaining walls and fencing is 2m;</li> <li>b. structures and fences are finished with low-maintenance and pre-finished materials.</li> </ul> <p><i>Note—Structures include car parking walls, retaining walls, fences, planters and roofing to terraces, balconies or patios that are part of or situated on a <a href="#">basement</a> podium or car parking structure.</i></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>          As above.</p>

	<p><b>AO34.4</b> Development where not in a zone in the centre zones category or the Mixed use zone, ensures that the location of visitor parking is:</p> <ul style="list-style-type: none"> <li>a. clearly signposted;</li> <li>b. not located behind a security barrier;</li> <li>c. not located on both sides of the driveway;</li> <li>d. separated from the street frontage boundary by a 4m wide deep planting area.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  No designated visitor parking proposed.</p>
	<p><b>AO34.5</b> Development, where not in a zone in the centre zones category or Mixed use zone, for a small-scale <a href="#">multiple dwelling</a>, such as attached or townhouse dwellings, provides a tandem car parking space for those units which provide direct vehicle access from the street, that is designed in accordance with <a href="#">Figure q</a>.</p> <p><i>Note—Direct vehicle access for individual units is subject to availability of on-street parking, street trees and general <a href="#">amenity</a> impacts assessment and is generally not acceptable for development on <a href="#">major roads</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                  No tandem spaces proposed.</p>
<p><b>PO35</b> Development where not in a zone in the centre zones category or the Mixed use zone, ensures that car parking, hardstand or manoeuvring areas are:</p> <ul style="list-style-type: none"> <li>a. located to minimise noise and fumes disturbance on residents within and adjoining the site;</li> <li>b. acoustically and visually screened to:                         <ul style="list-style-type: none"> <li>i. minimise the reflection of headlights into dwelling windows;</li> <li>ii. attenuate noise impacts;</li> </ul> </li> <li>c. landscaped to:                         <ul style="list-style-type: none"> <li>i. soften the visual appearance of at grade hardstand areas;</li> <li>ii. enhance pedestrian safety;</li> <li>iii. improve visual amenity for the streetscape and urban area;</li> </ul> </li> </ul>	<p><b>AO35.1</b> Development where not in a zone in the centre zones category or the Mixed use zone, ensures that a hardstand or manoeuvring area situated at or above ground level is:</p> <ul style="list-style-type: none"> <li>a. located a minimum of 3 metres vertically and horizontally from any habitable window on site to minimise noise disturbance on residents;</li> <li>b. screened to prevent the reflection of car headlights onto dwelling windows adjoining or opposite the site.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed hardstand and manoeuvring areas are suitable situated to minimise impact on dwellings.</p>
	<p><b>AO35.2</b> Development where not in a zone in the centre zones category or the Mixed use zone ensures any vehicle movement or vehicle parking areas along the side or rear boundary are:</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed driveway will be screened to minimise impacts on the adjoining property to the south.</p>

<p>iv. provide shade for pedestrians and reduce the impact of glare and radiant heat from car parking areas.</p> <p><i>Note—where in a zone in the centre zones category or the Mixed use zone, the car parking provisions of the <a href="#">Centre or mixed use code</a> apply.</i></p>	<p>a. <a href="#">acoustically screened</a> from adjoining dwellings to a minimum height of 1.8m;</p> <p>b. provided with a vegetated buffer next to any movement or parking areas:</p> <ul style="list-style-type: none"> <li>i. a minimum of 1m wide along the side boundary;</li> <li>ii. a minimum of 2m wide along the rear boundary;</li> <li>i. planted at a pot size and density sufficient to screen up to 1.5m above ground level at establishment.</li> </ul>	
	<p><b>AO35.3</b> Development, where not in a zone in the centre zones category or the Mixed use zone, and where car parking is above ground and uncovered, provides:</p> <ul style="list-style-type: none"> <li>a. a minimum of 1 shade tree for every 6 car spaces;</li> <li>b. trees which are planted to achieve a minimum 50% shade cover along internal pedestrian paths and driveways within 5 years of certification in accordance with the <a href="#">Landscape work code</a> and the <a href="#">Planting species planning scheme policy</a>.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed car parking is covered.</p>
	<p><b>AO35.4</b> Development where not in a zone in the centre zones category or the Mixed use zone, provides:</p> <ul style="list-style-type: none"> <li>a. landscaping that is used to delineate safe pedestrian movement through car parks;</li> <li>b. exterior vehicle movement areas that are broken up by alternative materials, patterns or threshold treatments.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed carparking movement areas will be suitable.</p>
	<p><b>AO35.5</b> Development of ground level or other above ground car parking, where not in a zone in the centre zones category or the Mixed use zone, provides densely planted <a href="#">setbacks</a>.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                  Proposed setbacks will be densely planted.</p>

	<p>Note—Front boundary <a href="#">setbacks</a> must be treated to address streetscape interface issues and be in accordance with the streetscape interface performance outcomes and acceptable outcomes.</p>	
<p><b>Transit oriented development</b></p>		
<p><b>PO36</b> Development adjoining or in the immediate vicinity of a railway or <a href="#">busway station</a> or in a location identified in a neighbourhood plan, supports a high level of personal and community safety, and promotes activity at the street front, in public spaces and at the interface with railway and <a href="#">busway stations</a> through:</p> <ol style="list-style-type: none"> <li>building design that enables future adaptation to facilitate non-residential uses;</li> <li>provision or contribution towards safe, logical and direct pedestrian access to railway or <a href="#">busway station</a> entry points;</li> <li>enabling casual surveillance of the street, public spaces and immediate station environment, entries and platform;</li> <li>creating vibrant and attractive street environments and active public spaces at the edge of the railway or <a href="#">busway station</a> environment through pedestrian orientated building and landscape design.</li> </ol>	<p><b>A036</b> Development within 200m <a href="#">walking distance</a> of a dedicated public pedestrian access point of a railway or <a href="#">busway station</a> or in a location identified in a neighbourhood plan, is designed to have an active frontage that:</p> <ol style="list-style-type: none"> <li>includes <a href="#">ground storey</a> tenancies, with commercial ceiling heights, increased glazing to front facades, and individual pedestrian entries, that can be adapted for conversion to and between non-residential and residential uses;</li> <li>provides safe, logical and direct pedestrian access to and from the development to the street front or adjoining public areas;</li> <li>provides or maintains safe, logical and direct pedestrian access to the railway or <a href="#">busway station</a> entry points in accordance with the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>ensures that any screening and landscaping provided within the development creates vibrant and attractive street environments whilst not preventing casual surveillance of streets, public spaces and the immediate station environment, entries and platform.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located within 200m of a dedicated public pedestrian access point of a railway or busway station.</p>
<p><b>Fencing and retaining walls</b></p>		
<p><b>PO37</b> Development provides fencing and retaining walls that must:</p> <ol style="list-style-type: none"> <li>facilitate casual surveillance of the street and public space;</li> <li>enable use of private open space;</li> </ol>	<p><b>A037.1</b> Development ensures that, where fencing is provided:</p> <ol style="list-style-type: none"> <li>along any common boundary to a street or public space, it is a maximum of:             <ol style="list-style-type: none"> <li>1.2m in height, where fence construction is solid or less than 50% transparent;</li> </ol> </li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Any fencing will be of a suitable height.</p>

<p>c. assist in highlighting entrances to the property;  d. provide a positive interface to the streetscape;  e. protect the privacy and <a href="#">amenity</a> for residents and dwellings adjoining the site.</p>	<p>ii. 1.5m in height, where fence construction is at least 50% transparent;  iii. 1.8m in height and solid only where <a href="#">setback</a> behind landscaping and the site is on an <a href="#">arterial road</a>;  b. along any side or rear boundary, it is a minimum of 1.8m in height, except where forward of the main building line;  c. along any side boundary, where forward of the main building line to the front boundary, it is:  i. a maximum of 1.2m in height, where fence construction is solid or less than 50% transparent; or  ii. a maximum of 1.5m in height, where fence construction is at least 50% transparent.</p>	
	<p><b>AO37.2</b>  Development incorporating solid front fences or walls that front the street or other public spaces 1.2m or more high and longer than 10m, indentations, material variation and landscaping is provided to add visual interest and soften the visual impact.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  As above.</p>
	<p><b>AO37.3</b>  Development for a retaining wall is:  a. stepped to minimise impact on the streetscape and pedestrian environment;  b. a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>  Proposed retaining walls will be of a suitable height.</p>
<p><b>Adaptable housing</b></p>		
<p><b>PO38</b>  Development meets a diverse range of community needs by providing adaptable housing that is responsive to changing community life-cycle needs.</p>	<p><b>AO38</b>  Where development provides housing, including associated outdoor living areas intended to be adaptable to different persons and households with differing mobility needs, the dwelling units and other site features are constructed in accordance with <a href="#">Table 9.3.14.3.D</a>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  Proposal does not provide adaptable housing.</p>

Additional requirements for sites with an area of 7,000m <sup>2</sup> or greater, or for 20 or more dwellings if in the Emerging community zone		
<p><b>PO39</b></p> <p>Development contributes to contained, sustainable and functional communities and provides housing to suit residents through different life-cycle stages at a scale and density appropriate for the site's location and commensurate with ease of access to services, facilities and high quality public transport through:</p> <ol style="list-style-type: none"> <li>inclusion of dwelling types, tenures, mix and forms consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site;</li> <li>retaining or respecting the character and environmental values of the site;</li> <li>reflecting local streetscape forms, features and character;</li> <li>contributing to the desired character and form of the locality;</li> <li>the establishment or extension of public streets and pathways;</li> <li>the provision of <a href="#">parks</a> and other public spaces as appropriate to the scale of development;</li> <li>buildings that address existing streets;</li> <li><a href="#">building height</a> and <a href="#">setback</a> transitions to an adjoining existing <a href="#">dwelling house</a> and areas of lower density residential development.</li> </ol> <p><i>Note—A structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a> can assist in demonstrating achievement of this performance outcome. A structure plan must be prepared where in the Emerging community zone.</i></p>	<p><b>AO39</b></p> <p>Development is designed and sited in compliance with a structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located within the Emerging Community Zone.</p>
Additional criteria for development if identified in a neighbourhood plan		
<p><b>PO40</b></p> <p>Development on a <a href="#">landmark site</a> identified in a neighbourhood plan provides a prominent visual reference and contribution to the city's <a href="#">public realm</a> by:</p>	<p><b>AO40.1</b></p> <p>Development:</p> <ol style="list-style-type: none"> <li>emphasises a <a href="#">landmark site</a> identified in a neighbourhood plan and its setting;</li> </ol>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not for a landmark site.</p>

<p>a. exhibiting subtropical architectural excellence through design, treatment and articulation;</p> <p>b. defining the site and its setting through building form, expression, silhouette, scale, materials and landscaping;</p> <p>c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, an intersection or major connection point in the city;</p> <p>d. respecting the prominence of any adjoining or nearby heritage place or local landmark;</p> <p>e. providing a <a href="#">corner land dedication</a>, if required, that:</p> <ul style="list-style-type: none"> <li>i. accommodates a deep-planted large feature tree within the dedication area;</li> <li>ii. provides a <a href="#">building envelope</a> that acknowledges and integrates the presence of the large feature tree canopy;</li> <li>iii. accommodates high levels of pedestrian movement and a high quality pedestrian setting.</li> </ul> <p><i>Note—A neighbourhood plan may indicate whether or not a land dedication is required.</i></p>	<p>b. addresses all elevations, with front, side and rear facades all displaying a high level of modulation and articulation;</p> <p>c. both vertically and horizontally articulates building form and mass with proportions compatible with the height, scale and setting of the building;</p> <p>d. provides an interesting and varied skyline and silhouette;</p> <p>e. uses high-quality and durable materials and finishes;</p> <p>f. integrates landscaping, building entries and the <a href="#">public realm</a> at the ground plane.</p> <p><i>Note—The Council’s Independent Design Advisory Panel may be invited to provide advice on developments in accordance with the provisions of the <a href="#">Independent design advisory panel planning scheme policy</a>.</i></p> <p><b>AO40.2</b> Development provides a <a href="#">corner land dedication</a> adjacent to the existing verge area which:</p> <ul style="list-style-type: none"> <li>a. complies with any dimensions identified in a neighbourhood plan;</li> <li>b. accommodates a deep-planted feature tree in compliance with the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>c. is embellished in compliance with the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ul> <p><i>Note—A neighbourhood plan may indicate if a <a href="#">corner land dedication</a> is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or less <a href="#">storeys</a> height. Where an inverted <a href="#">corner land dedication</a> is provided, the building design accommodates the feature tree canopy at maturity.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>No corner truncation is required.</p>
<p><b>PO41</b> Development minimises visual impacts on a view corridor of local significance and enhances</p>	<p><b>AO41.1</b></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>

<p>opportunities for observation of key vistas and views from identified view points.</p>	<p>Development ensures building placement and design minimise visual impacts on a view corridor identified in a neighbourhood plan.</p> <p><i>Note—A neighbourhood plan may identify view corridors and may or may not identify any specific view points from which they are observed.</i></p>	<p>Proposal does not impact on any view corridors.</p>
<p><b>PO42</b> Development on a <a href="#">significant corner site</a> identified in a neighbourhood plan provides a prominent visual reference and contribution to the neighbourhood’s <a href="#">public realm</a> by:</p> <ol style="list-style-type: none"> <li>a. accommodating high levels of pedestrian movement at the corner and enhancing the pedestrian experience;</li> <li>b. emphasising the corner setting through building form, expression, silhouette, scale, materials and landscaping;</li> <li>c. reinforcing a sense of arrival to the neighbourhood plan area, precinct or sub-precinct through marking a node, intersection or connection point in the neighbourhood;</li> <li>d. respecting the prominence of any adjoining or nearby heritage places, traditional character buildings or local landmarks;</li> <li>e. if a <a href="#">corner land dedication</a> is required:             <ol style="list-style-type: none"> <li>i. accommodating a deep-planted feature tree within the dedication area;</li> </ol> </li> </ol>	<p><b>AO41.2</b> Development enhances opportunities for views and vistas from a view point identified in a neighbourhood plan.</p> <p><i>Note—A neighbourhood plan may identify view points and may or may not identify any specific view corridor that they observe.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development does not involve views or vistas from a viewpoint identified in a neighbourhood plan.</p>
	<p><b>AO42.1</b> Development is designed to emphasise the corner setting of a <a href="#">significant corner site</a> identified in a neighbourhood plan and provides:</p> <ol style="list-style-type: none"> <li>a. building entries on both street frontages; or</li> <li>b. a single main entry at the corner.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located on a significant corner site.</p>
<p><b>AO42.2</b> Development provides a significant <a href="#">corner land dedication</a> of a <a href="#">significant corner site</a> identified in a neighbourhood plan, adjacent to the existing verge of the building which:</p> <ol style="list-style-type: none"> <li>a. complies with any dimensions identified in the neighbourhood plan;</li> <li>b. accommodates a deep-planted feature tree in compliance with the road corridor design section of the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>c. is embellished in compliance with the road corridor design section of the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol> <p><i>Note—A neighbourhood plan may indicate if a <a href="#">corner land dedication</a> is to be truncated or inverted. If the configuration is not specified, a truncated land dedication is to be provided where the building or podium is 2 or fewer <a href="#">storeys</a> in height. Where an</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located on a significant corner site.</p>	

<p>ii. providing a <a href="#">building envelope</a> that acknowledges and respects the presence of the feature tree canopy.</p> <p><i>Note—A neighbourhood plan will indicate whether or not a land dedication is required.</i></p>	<p><i>inverted <a href="#">corner land dedication</a> is provided, the building design accommodates the feature tree canopy at maturity.</i></p> <p><b>AO42.3</b> Development ensures that any part of the building, including the <a href="#">basement</a> but excluding awnings, is outside the <a href="#">corner land dedication</a> area.</p> <p><i>Note—A neighbourhood plan may indicate if a building is able to volumetrically extend into the <a href="#">corner land dedication</a> area.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located on a significant corner site.</p>
<p><b>If in the Infill housing zone precinct of the Character residential zone</b></p>		
<p><b>PO43</b> Development in the Infill housing zone precinct of the Character residential zone respects the intensity and form of the neighbourhood and demonstrates an appropriate site density.</p>	<p><b>AO43</b> Development in the Infill housing zone precinct of the Character residential zone does not exceed 1 dwelling per 300m<sup>2</sup> of site area.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located in the nominated zone.</p>
<p><b>PO44</b> Development provides a side boundary <a href="#">setback</a> that reflects the character and form intent of the area, generally characterised by the separation of buildings.</p>	<p><b>AO44</b> Development in the Character residential zone:</p> <ol style="list-style-type: none"> <li>a. does not incorporate a built to boundary wall; or</li> <li>b. matching the extent of an existing built to boundary wall on the adjoining property; or</li> <li>c. incorporates a maximum of 1 built to the boundary wall on a side boundary where the owner of the <a href="#">adjoining premises</a> does not object.</li> </ol> <p><i>Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the <a href="#">adjoining premises</a> is required to be submitted to demonstrate compliance.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>

### 3. Neighbourhood Plan Code

#### 2.1. Mt Gravatt Corridor Neighbourhood Plan Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>PO1</b> Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the <a href="#">amenity</a> of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ol style="list-style-type: none"> <li>consistent with the anticipated density and assumed infrastructure demand;</li> <li>aligned to community expectations about the number of <a href="#">storeys</a> to be built;</li> <li>proportionate to and commensurate with the utility of the site area and frontage width;</li> <li>designed to avoid a significant and undue adverse <a href="#">amenity</a> impact to adjoining development;</li> <li>sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of adjoining sites.</li> </ol> <p><i>Note—Development that exceeds the intended number of <a href="#">storeys</a> or <a href="#">building height</a> can place disproportionate pressure on the transport network, public space or <a href="#">community facilities</a> in particular.</i></p> <p><i>Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and <a href="#">amenity</a>.</i></p>	<p><b>AO1</b> Development complies with the number of <a href="#">storeys</a>, <a href="#">building height</a> and <a href="#">plot ratio</a> in <a href="#">Table 7.2.13.10.3.B</a>.</p> <p><i>Note—Neighbourhood plans will mostly specify a maximum number of <a href="#">storeys</a> where zone outcomes have been varied in relation to <a href="#">building height</a>. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of <a href="#">storeys</a> and height in metres are specified.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is located in the Kessels Road medium density residential sub-precinct, NPP-004b, and the development site is 554m<sup>2</sup>. The specified height or plot ration is not specified.</p> <p>Notwithstanding, the proposed height of 3 storeys is commensurate with the intended maximum height of 5 storeys under the applicable zone code.</p>
<p><b>PO2</b> Development ensures building <a href="#">setbacks</a> and design:</p> <ol style="list-style-type: none"> <li>create a uniform building line consistent with the intended character of the streetscape;</li> <li>ensure existing and future buildings are well separated from each other;</li> </ol>	<p><b>AO2</b> Development has minimum front, side and rear boundary <a href="#">setbacks</a> in accordance with <a href="#">Table 7.2.13.10.3.C</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b></p> <p>A front setback acceptable solution is not prescribed in the relevant precinct under the neighbourhood plan,</p>

<p>c. allow reasonable access to sunlight for neighbouring dwellings and their open spaces;  d. allow air circulation and access to breezes for neighbouring dwellings;  e. maintain the privacy of adjoining residents.</p>		<p>and accordingly the setback is as per the Multiple dwelling code.</p> <p>The side boundary setback is proposed at 3.928m, Table 7.2.13.10.3.C prescribing a 4m setback.</p> <p>Refer to <b>Section 8</b> of Planning Report.</p>
<p><b>PO3</b>  Development includes a mix of non-residential and residential land uses that provide the level of activity needed to support the role and function of each sub-precinct.</p>	<p><b>AO3</b>  Development provides a land use mix that complies with <a href="#">Table 7.2.13.10.3.D</a>.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  The Site is not identified in any of the precincts in Table 7.2.13.10.3.D.</p>
<p><b>PO4</b>  Development ensures <a href="#">building heights</a> and <a href="#">setbacks</a> protect the character, privacy and <a href="#">amenity</a> of adjoining residential areas through:  a. transitions between higher and lower rise residential areas by stepping down in height and scale at site boundaries;  b. sympathetic built form along the interface that does not create an overbearing appearance or significantly impact on the privacy and <a href="#">amenity</a> of adjoining residences;  c. landscaped buffers and screens.</p>	<p><b>AO4.1</b>  For development with a side boundary to a residential area not within the Upper Mt Gravatt, Mt Gravatt central, Logan Road or Kessels Road precincts:  a. <a href="#">building height</a> is no more than 2 <a href="#">storeys</a> within 10m of the common property boundary;  b. <a href="#">building height</a> is no more than 4 <a href="#">storeys</a> within 10m to 20m of the common property boundary;  c. development is set back a minimum of 4m from the common property boundary;  d. the total straight length of any wall does not exceed 25m.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  The adjoining site to the south is included within the same precinct.</p>
	<p><b>AO4.2</b>  Development with a rear boundary to land in a zone in the residential zones category, not within the Upper Mt Gravatt precinct (Mt Gravatt corridor neighbourhood plan/NPP-001), Mt Gravatt central precinct (Mt Gravatt corridor neighbourhood plan/NPP-002), Logan Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-003) or Kessels Road precinct (Mt Gravatt corridor neighbourhood plan/NPP-004), ensures:</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  The adjoining site to the south in within the Kessels Road precinct.</p>

	<ul style="list-style-type: none"> <li>a. any building is set back a minimum of 10m from the rear boundary;</li> <li>b. deep planting is incorporated along the rear boundary and includes mature trees of a type consistent with the locality, planted at intervals that will ensure a significant level of screening between the development and the adjoining land where in a zone in the residential zones category.</li> </ul>	
<p><b>PO5</b> Development:</p> <ul style="list-style-type: none"> <li>a. creates an integrated pedestrian and cyclist network that provides direct access to public transport routes, activity centres and public open space;</li> <li>b. provides <a href="#">arcades</a> of a scale, width, design and tenure that reflect their function and location.</li> </ul>	<p><b>A05</b> Development ensures bin collection, car parking and service driveways are not located within, or adjacent to <a href="#">arcades</a>.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>Proposal is not located adjacent to an arcade.</p>
<p><b>PO6</b> Development provides for the widening of streets to enable safe and efficient regional, city and local transport networks.</p>	<p><b>A06</b> Development:</p> <ul style="list-style-type: none"> <li>a. provides land for new Council roads, cycleways, road widening and upgrades;</li> <li>b. is sited and designed so as to not prejudice the ultimate road corridor upgrade indicated in <a href="#">Figure g</a>.</li> </ul> <p><i>Note—The ultimate width of roads is determined by the <a href="#">Infrastructure design planning scheme policy</a>.</i></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>Proposal does not require a land dedication.</p>
<p><b>PO7</b> Development provides a range of open space and recreational opportunities to meet the needs of the community.</p>	<p><b>A07</b> Development incorporates future <a href="#">parks</a> in accordance with <a href="#">Figure a</a> and <a href="#">Figure d</a> and which are designed in accordance with the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input checked="" type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>Proposal does not require a future park.</p>
<p><b>PO8</b> Development ensures access and servicing does not compromise the function of <a href="#">arterial roads</a> and future Queensland government road upgrades.</p>	<p><b>A08.1</b> Development does not provide additional vehicular access and servicing from Kessels Road, Mt Gravatt-Capalaba Road or Logan Road where alternative access is available.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input checked="" type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>Proposal does not front any of the nominated roads.</p>

	<p><b>A08.2</b> Development which adjoins a site with a frontage to Kessels Road, Mt Gravatt-Capalaba Road or Logan Road that has no alternative access other than to these roads, provides access (including manoeuvring space) for the future development of that adjoining site via the development site's main access point. <i>Note—Easements are created over shared vehicular <a href="#">access ways</a> to all adjoining owners and where Council determines these are to serve more than an individual development and property.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site does not adjoin a site with frontage to the nominated roads.</p>
<p><b>If in a core sub-precinct or mixed use frame sub-precinct</b></p>		
<p><b>PO9</b> Development involving non-residential and mixed use development: a. includes a podium design that:     i. avoids the creation of a canyon of buildings along streets;     ii. obscures views of tall buildings, promoting a fine-grain, human-scaled development at street level;     iii. sensitively responds to changes in topography and gradients;     iv. adds variety and interest to the streetscape; b. provides variation in building form, height and materials, articulation of facades and space to allow for deep planting within the front <a href="#">setback</a>; c. ensures design and siting of buildings above podium allows sufficient space between buildings to allow for breezes and views through the site.</p>	<p><b>A09.1</b> Development ensures buildings incorporate a podium and tower form as specified in <a href="#">Figure e</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
	<p><b>A09.2</b> Development ensures podium heights are a minimum of 2 <a href="#">storeys</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
	<p><b>A09.3</b> Development involving a commercial podium adjoining a site where residential uses exist at ground or first <a href="#">storey</a> levels ensures that the maximum height of the podium is 2 <a href="#">storeys</a> at that side boundary.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
	<p><b>A09.4</b> Development ensures that podiums are built to the side boundary for a minimum distance of 10m from the front property boundary, except where: a. there is a requirement for the provision of an overland flow path; b. the development adjoins a property not included within a centre, in which case all parts of the development are set back a minimum of 2m from the boundary with the adjoining land.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>

	<p><b>AO9.5</b> Development ensures the podium is occupied by commercial uses.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO9.6</b> Development ensures the tower is no more than 75% of the width of the site or a maximum of 30m in any direction, whichever is less, as shown in <a href="#">Figure e</a>. <i>Note—On large sites more than 1 tower will be required to achieve the acceptable outcome.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO9.7</b> Development involving more than 1 tower within a site ensures towers are separated by a distance of at least 12m.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>
<p><b>PO10</b> Development provides <a href="#">landmark sites</a>:</p> <ol style="list-style-type: none"> <li>at key intersections that act as gateways to the Mt Gravatt Central and Upper Mt Gravatt centres;</li> <li>that mark the prominence of specific corner sites through their height, siting towards the corner, high-quality design and materials, integrated public space and public artwork.</li> </ol>	<p><b>AO10</b> Development at key intersections, as shown in <a href="#">Figure a</a> and <a href="#">Figure b</a>, include <a href="#">landmark sites</a> where:</p> <ol style="list-style-type: none"> <li><a href="#">building height</a> and <a href="#">plot ratio</a> comply with provisions for <a href="#">landmark sites</a> in <a href="#">Table 7.2.13.10.3.B</a>;</li> <li>overall height is varied by stepping with heights increasing towards the corner;</li> <li>buildings include unique roof forms;</li> <li>landmark towers are located on the corner within 30m of the corner frontage;</li> <li>podium street level incorporates a continuous active frontage with integrated building entries and public spaces at the corner and public artwork;</li> <li>podium and tower elements are located towards the corner;</li> <li>building materials are varied, high quality and durable, and positively contribute to the design quality of the centre.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>

<p><b>PO11</b> Development contributes to the role of the street as the focus for commercial and community life, and promotes activation and casual surveillance of streets, laneways, <a href="#">arcades</a>, <a href="#">plazas</a>, <a href="#">busway stations</a> and pedestrian/cycle ways, through active uses, building design and site layout.</p>	<p><b>AO11</b> Development provides active frontage streets specified in <a href="#">Figure a</a>, <a href="#">Figure b</a> and <a href="#">Figure c</a> or adjoining publicly accessible spaces, such as <a href="#">parks</a>, <a href="#">arcades</a>, laneways, town centres, <a href="#">busway stations</a> and pedestrian/cycleways.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
<p><b>If in the Upper Mt Gravatt core sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001a), where in the Garden City Shopping Centre</b></p>		
<p><b>PO12</b> Development involving any redevelopment or expansion of Garden City Shopping Centre where involving more than 6,000m<sup>2</sup> of additional <a href="#">gross floor area</a> achieves the following:</p> <ol style="list-style-type: none"> <li>expands the mix of land uses beyond retail to include <a href="#">office</a> and residential;</li> <li>includes a site layout and built form that visually and physically integrates the site into the area, and improves legibility through the siting of entries/exits, <a href="#">arcades</a> and <a href="#">landmark sites</a>;</li> <li>includes highly articulated buildings with significant recesses and projections and a range of building materials (including glass), to visually reduce their bulk and scale and enhance the appearance of the area;</li> <li>breaks down the edges of the existing 'big box' and creates active frontages with multiple building breaks for building articulation and separation, pedestrian and vehicular access along Logan Road, Kessels Road, Macgregor Street, Link Road, and provides <a href="#">arcades</a> to add to the vibrancy of the area;</li> <li>maximises pedestrian accessibility to and from the site and pedestrian safety through the site, particularly to the <a href="#">busway stations</a> and future bus interchanges, via the introduction of legible <a href="#">arcades</a> with 24-hour access where</li> </ol>	<p><b>AO12</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>

<p>supported by active frontages as shown in <a href="#">Figure a</a>;</p> <ul style="list-style-type: none"> <li>f. provides vibrant and safe publicly accessible open spaces in the form of <a href="#">plazas</a> and meeting places integrated with the development;</li> <li>g. site layout and design is in accordance with crime prevention through environmental design principles to achieve public safety;</li> <li>h. includes significant landscaped areas incorporating deep planting;</li> <li>i. screens car parking areas from adjoining streets;</li> <li>j. provides safe and efficient accesses for vehicles (including service vehicles) and internal circulation networks that do not detrimentally impact on the surrounding road network;</li> <li>k. provides sufficient car parking, servicing and loading/unloading areas;</li> <li>l. facilitates the permeability and connectivity for vehicles and pedestrians to the surrounding road network.</li> </ul> <p><i>Note—A structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a> can assist in demonstrating the achievement of this outcome.</i></p>		
<p><b>If in the Mt Gravatt central mixed use frame sub-precinct (Mt Gravatt corridor neighbourhood plan NPP-002b)</b></p>		
<p><b>PO13</b> Development:</p> <ul style="list-style-type: none"> <li>a. protects and complements the character of the existing retail/commercial centre along Logan Road, between Mountain/Springwood Streets and Virgil Street.</li> <li>b. provides buildings that: <ul style="list-style-type: none"> <li>i. contribute to a fine-grain urban form and maintain low-scale awnings with parapet facades to the street, similar to traditional buildings in the street;</li> </ul> </li> </ul>	<p><b>AO13</b> Development ensures buildings fronting Logan Road between Mountain/Springwood Streets and Virgil Street:</p> <ul style="list-style-type: none"> <li>a. are clearly expressed as individual <a href="#">shop</a> fronts of 10m–15m in width, and of a grain consistent with traditional widths in the street;</li> <li>b. incorporate a continuous awning and parapet;</li> <li>c. have building facades that are articulated through frequent recesses and projections and elements of a finer scale than the main structural framing of the building.</li> </ul>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>  Proposal is not located in the nominated sub-precinct.</p>

<p>ii. create a strong visual interest, and are complementary to the level of detail and articulation of the existing streetscape.</p>		
<p><b>If in the Neighbourhood centre zone on the southern corner of Logan and Kempsie Roads</b></p>		
<p><b>PO14</b> Development: a. provides for a mix of uses incorporating small-scale retail and residential activities; b. contributes to the activation and casual surveillance of the street.</p>	<p><b>AO14.1</b> Development ensures the retail <a href="#">gross floor area</a> does not exceed 750m<sup>2</sup>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated zone.</p>
	<p><b>AO14.2</b> Development ensures retail activities are at street level and provide an active frontage along Logan Road and Kempsie Road.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input type="checkbox"/> Not Applicable Proposal is not located in the nominated zone.</p>
	<p><b>AO14.3</b> Development ensures car parking is at the rear or in a <a href="#">basement</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated zone.</p>
<p><b>If in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004a)</b></p>		
<p><b>PO15</b> Development ensures that large-format buildings accommodating <a href="#">showroom</a> centres (bulky goods/retail warehouse uses) continue to be located in this sub-precinct.</p>	<p><b>AO15</b> Reconfiguring a lot does not realign or create additional smaller lots unless there is a structure plan prepared in accordance with the <a href="#">Structure planning planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>
<p><b>PO16</b> Development includes large floor plates and lot sizes consistent with the role and function of this sub-precinct.</p>	<p><b>AO16</b> Development has a minimum lot size of 2,500m<sup>2</sup>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>
<p><b>PO17</b> Development provides a landscaped buffer along the common boundary of all adjoining residential uses.</p>	<p><b>AO17</b> Development provides a minimum 10m wide landscape buffer.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposal is not located in the nominated sub-precinct.</p>

	Refer to <a href="#">Figure _____ f.</a> <i>Note—The <a href="#">building footprint</a> and <a href="#">basement</a> footprint do not intrude into the landscape buffer.</i>	
<b>PO18</b> Development provides an integrated network of <a href="#">access ways</a> and car parking areas that have limited access to <a href="#">arterial roads</a> and which benefit all sites within the sub-precinct.	<b>AO18.1</b> Development does not provide additional vehicular access and servicing is not provided from Mains Road or Kessels Road where alternative access is available.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.
	<b>AO18.2</b> Development which adjoins a site with a frontage to Mains Road or Kessels Road that has no alternative access other than to these roads provides for access (including manoeuvring space) to the future development of that adjoining site via the development site's main access point.  <i>Note—Easements are created over shared vehicular <a href="#">access ways</a> to benefit all adjoining owners and Council where Council determines these are to serve more than an individual development and property. Refer to <a href="#">Figure f.</a></i>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.
<b>If in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004a) or if in the Kessels Road corridor sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-004b)</b>		
<b>PO19</b> Development manages the flood risk and environmental values associated with Mimosa Creek and ensures that structures and people are safe with respect to the flood hazard by: <ol style="list-style-type: none"> <li>maintaining the natural drainage system;</li> <li>ensuring no loss in the flood conveyance capacity of the Mimosa Creek for all storms;</li> <li>ensuring the building location and design is safe by mitigating the flood hazard;</li> <li>providing safe egress and emergency access to the site.</li> </ol>	<b>AO19.1</b> Development is not subject to high hazard flood conditions.  <i>Note—Compliance with this acceptable outcome can be demonstrated by submitting a hydraulic and hydrology report identifying the site area with a level of risk and flood immunity suitable for development in accordance with the <a href="#">Infrastructure design planning scheme policy</a> and acceptable flood impacts. In some cases, sites will need to be amalgamated to achieve a suitably sized area for development.</i>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The Site is not affected by flooding.
	<b>AO19.2</b> Development fronting Bedser Street and Benaud Street provide emergency access in accordance with the flood immunity levels identified in the <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site does not front the nominated roads.

	<p><b>AO19.3</b> Structural elements are outside the waterway corridor and set back a minimum of 5m from the top of the waterway embankment. <i>Note—Structural elements include walls, piers and columns that may interfere with the free flow of water and be susceptible to damage from creek scour.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not affected by a waterway corridor.</p>
	<p><b>AO19.4</b> Cantilevered elements over high-hazard floodway areas must have a minimum clearance of 2m from ground level to the underside of the floor or the relevant flood immunity requirement (whichever is greater).</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>If in the Everett Street north medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-001f)</b></p>		
<p><b>PO20</b> Development ensures building bulk and size are consistent with the intent of the area and design complements the natural topography of the area.</p>	<p><b>AO20.1</b> Development has a minimum site area of 800m<sup>2</sup> and has a minimum frontage of 20m.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO20.2</b> Development has a minimum site area of 1,200m<sup>2</sup> where the site has a slope equal to or greater than 1 in 4.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
<p><b>PO21</b> Development must not occur on a site subject to potential landslide.</p>	<p><b>AO21</b> Development does not occur on land with a slope greater than 1 in 3. <i>Note—A geotechnical report will be required for any development occurring on site with a gradient in excess of 1 in 4.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>
<p><b>PO22</b> Development provides vehicle access, servicing and car parking structures which are designed and located to:</p>	<p><b>AO22.1</b> Development does not provide vehicular access from Mount Gravatt-Capalaba Road.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Proposal is not located in the nominated sub-precinct.</p>

<p>a. protect the functioning of <a href="#">arterial roads</a> with minimal disruption;</p> <p>b. not visually dominate the site and streetscape;</p> <p>c. protect the safety of pedestrians.</p>	<p><b>AO22.2</b> Development does not provide vehicular access from Newnham Road where alternative access is available.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO22.3</b> Development does not provide a net increase in driveway crossovers on Newnham Road.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO22.4</b> Development provides car parking and servicing areas at the rear or underneath buildings.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located in the nominated sub-precinct.</p>
	<p><b>AO22.5</b> Development ensures driveway crossovers maintain the integrity, quality and primacy of footpaths.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located in the nominated sub-precinct.</p>
<p><b>If in the Logan Road low to medium density residential sub-precinct (Mt Gravatt corridor neighbourhood plan/NPP-003c)</b></p>		
<p><b>PO23</b> Vehicular access is provided from side streets to protect the <a href="#">arterial road</a> function of Logan Road and to improve the safety of pedestrians.</p>	<p><b>AO23</b> Vehicular access is provided from Wanda Road.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is not located in the nominated sub-precinct.</p>

### 3. Overlay Codes

#### 3.1. Airport Environs Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—If in the OLS sub-categories, the PANS OPS sub-categories or the height restriction zone sub-categories</b>		
<b>General</b>		
<p><b>PO1</b> Development does not create or potentially create a permanent or temporary obstruction or hazard to operational airspace of Brisbane, Archerfield or Amberley airports.</p>	<p><b>AO1</b> Development does not penetrate or create any physical obstruction into the OLS, height restriction zone or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane, Archerfield or Amberley airports unless approved in accordance with the relevant federal legislation.</p> <p><i>Editor's note— Where development intrudes into an airport's OLS or PANS-OPS, advice from the Civil Aviation Safety Authority should be sought.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports.</p>
<p><b>PO2</b> Development ensures that emissions do not significantly affect air turbulence, visibility or aircraft engine operation within the operational airspace of Brisbane, Archerfield or Amberley airports.</p> <p><i>Editor's note— Where development does emit gases or particulates above those outlined in AO2, advice from the Civil Aviation Safety Authority should be sought.</i></p>	<p><b>AO2</b> Development does not emit into the OLS or height restriction zone:</p> <p>a. a gaseous plume at velocity exceeding 4.3m/s, as determined in conjunction with CASA Advisory Circular AC-139-05(1) Plume rise assessments;</p> <p>b. smoke, dust, ash, steam or other airborne particulate.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Development does not penetrate or create any physical obstruction into the OLS or PANS-OPS and create an obstacle to an aircraft operating to or from the Brisbane or Archerfield airports.</p>
<b>Additional performance outcomes and acceptable outcomes if involving <a href="#">air service</a></b>		
<p><b>PO3</b> Development does not create a hazard to aviation operations conducted to or from the Brisbane or Archerfield airports.</p>	<p><b>AO3</b> Development will not create a hazard to airport operations in accordance with the written confirmation of the Civil Aviation Safety Authority.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The proposal does not involve an air service. As such, this criteria is not applicable.</p>
<b>Section B—If in the Bird and bat strike zone sub-categories</b>		
<p><b>PO4</b></p>	<p><b>AO4.1</b></p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

Development does not attract birds and bats into operational airspace in significant numbers likely to cause a safety hazard to airport operations.	Development within the Bird and bat strike zone sub-categories area ensures that waste is covered and collected so that it is inaccessible to birds and bats.	
	<b>A04.2</b> Development involving landscaping or drainage works, including artificial water bodies located within the distance from airport 0-3km sub-category, are designed and installed to minimise the potential to attract birds and bats.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>Section C—If in the Public safety area sub-categories</b>		
<b>PO5</b> Development does not expose or increase the risk to public safety.	<b>A05.1</b> Development does not increase the number of people living, working or congregating in the Public safety area sub-categories.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>A05.2</b> Development does not materially increase the storage and handling of <a href="#">dangerous goods</a> or combustible liquids within the Public safety area sub-categories.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>Section D—If in the Light intensity sub-categories</b>		
<b>PO6</b> Development ensures that buildings and structures do not adversely impact airport operations or interfere with pilot vision.	<b>A06.1</b> Development ensures that <a href="#">outdoor lighting</a> : a. does not imitate the format of approach or runway lighting by configuring lights in straight parallel lines greater than 500m in length; b. does not emit light that will exceed the maximum light intensity specified within the light intensity area identified on the Light intensity sub-categories.  <i>Note—Compliance with this acceptable outcome may be demonstrated by complying with the standards specified in the Civil Aviation Safety Authority guideline Chapter 12—Aerodrome lighting, 1.2 Lighting in the vicinity of an aerodrome and written confirmation from the airport operator.</i>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>A06.2</b>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

	<p>Development in the Within 6km-Max intensity of light sources 3 degrees above horizon sub-category does not involve:</p> <ul style="list-style-type: none"> <li>a. coloured flashing or sodium lighting; or</li> <li>b. glare or upward shining lights; or</li> <li>c. flare plumes.</li> </ul>	
<p><b>Section E—If in the <a href="#">Aviation facilities</a> sub-categories</b></p>		
<p><b>PO7</b> Development is of an appropriate design or implements management measures that avoid potential adverse impacts on an <a href="#">aviation facility</a>.</p> <p><i>Note—Development complies with this performance outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the <a href="#">aviation facility</a>.</i></p>	<p><b>A07</b> Development does not impair the functioning of an <a href="#">aviation facility</a> by creating a permanent or temporary structure or any other physical line-of-sight obstruction between transmitting or receiving devices that:</p> <ul style="list-style-type: none"> <li>a. transmits an electromagnetic field that will interfere with the functioning of the <a href="#">aviation facility</a>; or</li> <li>b. contains a reflective surface that will interfere with the functioning of the <a href="#">aviation facility</a>.</li> </ul> <p><i>Note—Advice from Air Services Australia should be sought when proposing development within the Aviation facility sub-category. The SPP guidance: Strategic airports and <a href="#">aviation facilities</a> identifies development likely to impact certain <a href="#">aviation facilities</a>.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>Section F—If in the Australian Noise Exposure Forecast (ANEF) contour sub-categories</b></p>		
<p><b>PO8</b> Development adequately attenuates for aircraft noise in buildings to protect the health and wellbeing of occupants by complying with the internal noise criteria in <a href="#">Table 8.2.2.3.B</a>.</p> <p><i>Note—A noise impact assessment report prepared in accordance with the <a href="#">Noise impact assessment planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>A08.1</b> Development for a <a href="#">caretaker's accommodation, childcare centre, community care centre, community residence, dual occupancy, dwelling house, dwelling unit, educational establishment, health care service, hospital, multiple dwelling, relocatable home park, residential care facility, retirement facility</a> or <a href="#">rooming accommodation</a> located in the ANEF 20-25 sub-category:</p> <ul style="list-style-type: none"> <li>a. provides external windows and doors which are acoustically rated to a minimum of Rw 30:</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<p>b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>c. ensures that external walls are acoustically rated to a minimum of Rw 50.</p>	
	<p><b>A08.2</b> Development for a <a href="#">resort complex</a>, <a href="#">rural workers' accommodation</a>, <a href="#">short-term accommodation</a> or <a href="#">tourist park</a> located in the ANEF 25-30 sub-category:</p> <p>a. provides external windows and doors which are acoustically rated to a minimum of Rw 30;</p> <p>b. ensures that the roof, ceiling and insulation combination is acoustically rated to a minimum of Rw 45;</p> <p>c. ensures that external walls are acoustically rated to a minimum of Rw 50.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A08.3</b> Development for an <a href="#">office</a> is not located in the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A08.4</b> No acceptable outcome is prescribed where development for a <a href="#">community use</a>, <a href="#">detention facility</a>, <a href="#">funeral parlour</a>, <a href="#">place of worship</a>, <a href="#">theatre</a> or <a href="#">veterinary service</a>.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A08.5</b> Development for a use not identified in A08.1, A08.2, A08.3 or A08.4 is not located in the ANEF 40-45 sub-category.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO9</b> Development for a <a href="#">sensitive use</a> is appropriately located to prevent inappropriate exposure to very high levels of aircraft noise.</p>	<p><b>A09.1</b> Development for a <a href="#">caretaker's accommodation</a>, <a href="#">childcare centre</a>, <a href="#">community care centre</a>, <a href="#">community residence</a>, <a href="#">dual occupancy</a>, <a href="#">dwelling house</a>, dwelling unit, <a href="#">educational establishment</a>, <a href="#">health care service</a>, <a href="#">hospital</a>, <a href="#">multiple dwelling</a>, <a href="#">relocatable home park</a>, <a href="#">residential care</a></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>

	<p><a href="#">facility, retirement facility</a> or <a href="#">rooming accommodation</a> is not located within the ANEF 25-30 sub-category, ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	
	<p><b>A09.2</b>                  Development for a <a href="#">resort complex</a>, <a href="#">rural workers' accommodation</a>, <a href="#">short-term accommodation</a> or <a href="#">tourist park</a> is not located within the ANEF 30-35 sub-category, ANEF 35-40 sub-category, or ANEF 40-45 sub-category.</p>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

### 3.2 Bicycle Network Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>General</b>		
<p><b>PO1</b> Development contributes to the safe and efficient provision and operation of the bicycle network.</p>	<p><b>AO1</b> Development provides cycle routes in accordance with the bicycle network classification and design standard identified on the Bicycle network overlay map and set out in the road corridor design and off-road pathways standards of the <a href="#">Infrastructure design planning scheme policy</a>.</p> <p><i>Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the <a href="#">Subdivision code</a> (for reconfiguring a lot) and <a href="#">Centre or mixed use code</a> or residential codes (for material change of use).</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      The proposal will not compromise the implementation of the Bicycle Network.</p>
<p><b>PO2</b> Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map to ensure the following are not compromised:</p> <ol style="list-style-type: none"> <li>a. the <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>b. the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the provision of long term, existing and planned infrastructure for the bicycle network which:                             <ol style="list-style-type: none"> <li>i. is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ol> </li> </ol> <p><i>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the</i></p>	<p><b>AO2</b> Development protects a cycle route or Riverwalk for the bicycle network shown on the Bicycle network overlay map in compliance with the following:</p> <ol style="list-style-type: none"> <li>a. for <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>b. the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the standards for the bicycle network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ol>	<p><input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The proposal will not compromise the implementation of the Bicycle Network.</p>

<p>approved development clear of the area of <a href="#">long term infrastructure</a>, may be imposed.</p>		
<p><b>PO3</b> Development provides for the payment of extra <a href="#">trunk infrastructure</a> costs for the following:</p> <ol style="list-style-type: none"> <li>a. for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>b. for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving:             <ol style="list-style-type: none"> <li>i. <a href="#">trunk infrastructure</a> that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li>ii. <a href="#">long term infrastructure</a> for the bicycle network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</li> <li>iii. other infrastructure for the bicycle network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</li> </ol> </li> </ol> <p><i>Editor's note—The payment of extra <a href="#">trunk infrastructure</a> costs for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the Planning Act 2016.</i></p>	<p><b>A03</b> No acceptable outcome is prescribed.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>            Relevant trunk infrastructure charges will be determined in accordance with the relevant charges resolution.</p>
<p><b>Additional performance outcomes and acceptable outcomes for a site adjacent to or traversed by the Riverwalk–Typology 1 sub-category or Riverwalk–Typology 2 sub-category</b></p>		
<p><b>Not Applicable</b> – The Site is not adjacent or traversed by the Riverwalk sub-catagory</p>		

### 3.2. Community Purposes Network Overlay Code

Performance outcomes	Acceptable outcomes	Response
<p><b>If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category</b></p>		
<p><b>PO1</b>                      Development which is <a href="#">assumed future urban development</a> provides the existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a> on the site:</p> <ol style="list-style-type: none"> <li>to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale;</li> <li>to maximise recreational, visual, cultural and biodiversity values;</li> <li>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>to meet the requirements of intended users;</li> <li>to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby <a href="#">parks</a>.</li> </ol>	<p><b>AO1</b>                      Development which is <a href="#">assumed future urban development</a> provides land and embellishments for existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a> on the site in compliance with the standards for the <a href="#">parks</a> network in the <a href="#">Park planning and design code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      The Site is not affected by the LGIP mapped networks.</p>
<p><b>PO2</b>                      Development provides for the payment of additional <a href="#">trunk infrastructure</a> costs for the following:</p> <ol style="list-style-type: none"> <li>for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>:                             <ol style="list-style-type: none"> <li><a href="#">trunk infrastructure</a> to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> </ol> </li> </ol>	<p><b>AO2</b>                      No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> <b>Not Applicable</b>                      As above.</p>

<p>ii. <a href="#">long term infrastructure</a> for the <a href="#">parks</a> network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</p> <p>iii. other infrastructure for the <a href="#">parks</a> network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional <a href="#">trunk infrastructure</a> costs under the <a href="#">Act</a> for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the Planning Act 2016.</i></p>		
<p><b>PO3</b></p> <p>Development protects a <a href="#">park</a> shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <p>a. the <a href="#">long term infrastructure</a> for the <a href="#">parks</a> network in the <a href="#">Long term infrastructure plans</a> and an applicable neighbourhood plan;</p> <p>b. the existing and planned infrastructure for the <a href="#">parks</a> network in the <a href="#">Local government infrastructure plan</a>;</p> <p>i. the provision of long term, existing and planned infrastructure for the <a href="#">parks</a> network which:</p> <p>ii. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>iii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p>	<p><b>A03</b></p> <p>Development protects a <a href="#">park</a> shown on the Community purposes network overlay map in compliance with the following:</p> <p>a. for <a href="#">long term infrastructure</a> for the <a href="#">parks</a> network, the <a href="#">Long term infrastructure plans</a>;</p> <p>b. for existing and planned infrastructure for the <a href="#">parks</a> network, the <a href="#">Local government infrastructure plan</a>;</p> <p>c. the standards for the <a href="#">parks</a> network in the <a href="#">Park planning and design code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is not affected by the overlay map.</p>

<p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>		
<p><b>If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category</b></p>		
<p><b>PO4</b> Development which is <a href="#">assumed future urban development</a> provides the existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a> on the site:</p> <ol style="list-style-type: none"> <li>to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;</li> <li>to maximise recreational, social and cultural values;</li> <li>of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>to meet the requirements of the intended users;</li> <li>to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the <a href="#">community facilities</a> network.</li> </ol>	<p><b>AO4</b> Development which is <a href="#">assumed future urban development</a> provides land for existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a> on the site in compliance with the standards for the land for the <a href="#">community facilities</a> network in the <a href="#">Community facilities code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable The Site is not affected by the overlay or LGIP network maps.</p>
<p><b>PO5</b> Development provides for the payment of additional <a href="#">trunk infrastructure</a> costs for the following:</p> <ol style="list-style-type: none"> <li>for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>;</li> <li>for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving:</li> </ol>	<p><b>AO5</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.</p>

<p>i. <a href="#">trunk infrastructure</a> that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</p> <p>ii. <a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</p> <p>iii. other infrastructure for the land for <a href="#">community facilities</a> network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</p> <p><i>Editor's note—The payment of additional <a href="#">trunk infrastructure</a> costs under the <a href="#">Act</a> for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the Planning Act 2016.</i></p>		
<p><b>PO6</b></p> <p>Development protects land for <a href="#">community facilities</a> shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <p>a. the <a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network in the <a href="#">Long term infrastructure plans</a> and an applicable neighbourhood plan;</p> <p>b. the existing and planned infrastructure for the land for <a href="#">community facilities</a> network in the <a href="#">Local government infrastructure plan</a>;</p> <p>c. the provision of long term, existing and planned infrastructure for the land for <a href="#">community facilities</a> network which:</p>	<p><b>A06</b></p> <p>Development protects land for <a href="#">community facilities</a> network shown on the Community purposes network overlay map in compliance with the following:</p> <p>a. for <a href="#">long term infrastructure</a> for the land for <a href="#">community facilities</a> network, the <a href="#">Long term infrastructure plans</a>;</p> <p>b. for existing and planned infrastructure for the land for <a href="#">community facilities</a> network, the <a href="#">Local government infrastructure plan</a>;</p> <p>c. the standards for the land for <a href="#">community facilities</a> network in the <a href="#">Community facilities code</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>

<p>i. is required to service the development or existing and future urban development in the planning scheme areas; or</p> <p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>		
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### 3.3. Critical Infrastructure and Movement Network Overlay Code

Performance Outcomes	Acceptable Outcomes	Responses
<p>Access to <a href="#">air service, detention facilities, emergency services, hospital, port service</a> or <a href="#">residential care facility</a></p>		
<p><b>PO1</b> Development ensures that <a href="#">air service, detention facilities, emergency services, hospital, port service</a> and <a href="#">residential care facilities</a> maintain essential functions and retain transport connections necessary for their function during a natural disaster event.</p>	<p><b>AO1</b> Development for <a href="#">air service, detention facilities, emergency services, hospital, port service</a> or <a href="#">residential care facilities</a>:</p> <ol style="list-style-type: none"> <li>a. has direct vehicular access to a critical route or an interim critical route; or</li> <li>b. has a hazard-free route (up to and including a 0.05% AEP (2000 year ARI) flood event) to a critical route or an interim critical route during a natural disaster event; or</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</li> <li>d. where the development cannot access a critical route or an interim critical route during a natural disaster event, the development:                             <ol style="list-style-type: none"> <li>i. demonstrates that it services a local/district catchment and can continue to service and access that catchment during a natural disaster event;</li> <li>ii. includes a business continuity plan for the operation of the use or throughout the natural disaster event.</li> </ol> </li> </ol>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                      The proposal is for a Multiple Dwelling.</p>
<p>Access to <a href="#">telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot</a> or <a href="#">utility installation</a></p>		
<p><b>PO2</b> Development ensures that a <a href="#">telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot</a> or <a href="#">utility installation</a> which support a disaster response activity retains necessary access during a natural disaster event to ensure its continued operation.</p>	<p><b>AO2</b> Development for a <a href="#">telecommunications facility, major electricity infrastructure, substation, renewable energy facility, transport depot</a> or <a href="#">utility installation</a>:</p> <ol style="list-style-type: none"> <li>a. has direct vehicular access to a critical route or an interim critical route; or</li> </ol>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                      The proposal is for a Multiple Dwelling.</p>

	<ul style="list-style-type: none"> <li>b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event; or</li> <li>d. has been designed to operate in all flood events without human intervention.</li> </ul>	
<p><b>Access by emergency services to <a href="#">medium impact industry</a>, <a href="#">high impact industry</a> or special industry</b></p>		
<p><b>PO3</b> Development for <a href="#">medium impact industry</a>, <a href="#">high impact industry</a> and special industry achieves appropriate access and egress for personnel and emergency services during a natural disaster event.</p>	<p><b>A03</b> Development for <a href="#">medium impact industry</a>, <a href="#">high impact industry</a> or special industry:</p> <ul style="list-style-type: none"> <li>a. has direct vehicular access a critical route or an interim critical route; or</li> <li>b. has a hazard-free route to a critical route or an interim critical route during a natural disaster event; or</li> <li>c. includes upgrades to infrastructure to enable access to a critical route or an interim critical route during a natural disaster event.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input checked="" type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>The proposal is for a Multiple Dwelling.</p>

### 3.4. Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use</b>		
<p><b>PO1</b> Development ensures that:</p> <p>a. vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:</p> <p style="padding-left: 20px;">i. the road hierarchy shown on the Road hierarchy overlay map;</p> <p style="padding-left: 20px;">ii. public transport operations;</p> <p style="padding-left: 20px;">iii. pedestrian and cyclist movement;</p> <p>b. the safety and efficiency of primary freight routes are protected and enhanced, supporting <a href="#">major industry areas</a>;</p> <p>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.</p>	<p><b>AO1.1</b> Development ensures that an access driveway is provided from:</p> <p>a. a <a href="#">minor road</a>;</p> <p>b. a <a href="#">district road</a> or <a href="#">suburban road</a> if the development has high traffic-generating potential.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>The Site is accessed via Gonzales which is a neighbourhood road.</p>
	<p><b>AO1.2</b> Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
	<p><b>AO1.3</b> 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.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
	<p><b>AO1.4</b> Development ensures that a turn to and from a <a href="#">major road</a> is restricted to a left turn only.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
	<p><b>AO1.5</b> Development ensures that vehicle access is provided to an abutting site that only has frontage to an <a href="#">arterial road</a>, to facilitate access to the abutting site via an alternative street.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>

Section B—If for assessable development for a material change of use		
<p><b>PO2</b> Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.</p>	<p><b>AO2.1</b> Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.</p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Anticipated traffic levels can be supported by the existing road hierarchy.</p>
	<p><b>AO2.2</b> 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 <a href="#">major road</a>; or c. involves an access driveway within 100m of a signalised intersection.  <i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a <a href="#">Registered Professional Engineer Queensland</a> in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The proposal will mitigate any impacts on the road hierarchy.</p>
Section C—If for assessable development for a material change of use or reconfiguring of a lot		
<p><b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.</p>	<p><b>AO3</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> There are no proposed road upgrades or road widenings required.</p>
<p><b>PO3A</b> Development provides for the payment of extra <a href="#">trunk infrastructure</a> costs for the following: a. for development completely or partly outside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a>; b. for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> involving:</p>	<p><b>AO3A</b> No acceptable outcome is prescribed.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

<ul style="list-style-type: none"> <li>i. <a href="#">trunk infrastructure</a> that is to be provided earlier than planned in the <a href="#">Local government infrastructure plan</a>;</li> <li>ii. <a href="#">long term infrastructure</a> for the road network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</li> <li>iii. other infrastructure for the road network associated with development that is not <a href="#">assumed future urban development</a> which is made necessary by the development.</li> </ul> <p><i>Editor's note—The payment of extra <a href="#">trunk infrastructure</a> costs for development completely inside the <a href="#">priority infrastructure area</a> in the <a href="#">Local government infrastructure plan</a> is to be worked out in accordance with the Charges Resolution.</i></p> <p><i>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <a href="#">trunk infrastructure</a> costs) of the Planning Act 2016.</i></p>		
<p><b>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</b></p>		
<p><b>PO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>a. the <a href="#">long term infrastructure</a> for the road network in the <a href="#">Long term infrastructure plans</a>;</li> <li>b. the existing and planned infrastructure for the road network in the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the provision of long term, existing and planned infrastructure for the road network which: <ul style="list-style-type: none"> <li>i. is required to service the development or existing and future urban development in the planning scheme area; or</li> </ul> </li> </ul>	<p><b>AO4</b> Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>a. for the <a href="#">long term infrastructure</a> for the road network, the <a href="#">Long term infrastructure plans</a>;</li> <li>b. for existing and planned infrastructure for the road network, the <a href="#">Local government infrastructure plan</a>;</li> <li>c. the standards for the road network in the <a href="#">Infrastructure design planning scheme policy</a>.</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Complies</li> <li><input type="checkbox"/> Performance Solution</li> <li><input checked="" type="checkbox"/> Not Applicable</li> </ul>

<p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p><i>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 <a href="#">long term infrastructure</a>, may be imposed.</i></p>		
<p><b>Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy</b></p>		
<p><b>PO5</b> Development ensures that a new road connection provides:</p> <p>a. safe, efficient and convenient connectivity of the new road to the <a href="#">major road</a> network;</p> <p>b. a minimum number of intersections to the <a href="#">major road</a> network.</p>	<p><b>A05</b> 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.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable No changes to the road network is proposed.</p>
<p><b>PO6</b> Development ensures that an extension of or change to the road network:</p> <p>a. provides internal connectivity and connects to the external road network;</p> <p>b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, <a href="#">parks</a>, schools, <a href="#">shops</a>, bus routes, transport facilities or open space systems;</p> <p>c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p> <p>d. includes the provision of bus routes that provide ease of access to bus customers;</p> <p>e. minimises vehicle volumes and speed in residential streets while providing connectivity to <a href="#">major roads</a> in a reasonable travel time;</p> <p>f. provides a street layout that minimises travel time and traffic volumes on <a href="#">minor roads</a>;</p>	<p><b>A06.1</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A06.2</b> Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p><i>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a <a href="#">Registered Professional Engineer Queensland</a> in accordance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> (Traffic impact assessment and definitions section).</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

<p>g. provides high permeability for pedestrian and cycle networks;</p> <p>h. provides safe accessibility to lots by having more than one street providing access to the area;</p> <p>i. preserves the function of the road hierarchy and addresses all impacts to the road network.</p>		
<p><b>PO7</b> 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 <a href="#">major road</a> network and preserves the function of the road hierarchy.</p>	<p><b>A07</b> Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a <a href="#">major road</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO8</b> Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.</p>	<p><b>A08</b> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b></p> <p><input type="checkbox"/> <b>Performance Solution</b></p> <p><input checked="" type="checkbox"/> <b>Not Applicable</b></p>

### 3.5. Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Responses
<b>Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development</b>		
<b>PO1</b> Development must improve pedestrian movement and <a href="#">amenity</a> by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	<b>AO1</b> Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in <a href="#">Table 8.2.20.3.B</a> and the streetscape locality advice and road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a> .	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The existing verge width on all frontages exceeds 3.75m.
<b>PO2</b> 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 <a href="#">amenity</a> focus.	<b>AO2.1</b> Development ensures that existing street trees are retained and protected.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Existing street trees will be retained where possible.
	<b>AO2.2</b> 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 <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The proposal does not involve the listed design elements.
<b>Section B—If for assessable development</b>		
<b>PO3</b> Development ensures that the design of a <a href="#">corner land dedication</a> 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 <a href="#">public realm</a> .	<b>AO3.1</b> Development ensures that a <a href="#">corner land dedication</a> 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 <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site does not require a corner land dedication.
	<b>AO3.2</b> Development ensures that landscaping including a large feature tree and seating is provided in a <a href="#">corner</a>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b>

	<p><a href="#">land dedication</a> area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p>As above.</p>
	<p><b>A03.3</b> Development ensures that public art is provided in a <a href="#">corner land dedication</a> 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 <a href="#">Infrastructure design planning scheme policy</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>
<p><b>If in or on a site adjoining the Wildlife movement solution sub-category</b></p>		
<p><b>PO4</b> Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p><b>A04</b> 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 <a href="#">Biodiversity area overlay code</a>.</p> <p><i>Note—Refer to the <a href="#">Infrastructure design planning scheme policy</a> for further guidance of the design of wildlife movement solutions.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not included within the sub-category nominated.</p>

### 3.6. Transport noise corridor overlay code

Performance outcomes	Acceptable outcomes	Responses
<p><b>PO1</b> Development provides outdoor space for passive recreation in a manner where transport noise has been minimised.</p>	<p><b>AO1</b> Development ensures that each dwelling:</p> <ul style="list-style-type: none"> <li>a. has a balcony or outdoor recreation area shielded by the building from direct transport noise; or</li> <li>b. with a balcony exposed to transport noise has a solid gap-free balustrade.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b>                      Balconies are orientated away from Mains Road. Dwellings can be conditioned to be acoustically attenuated accordingly.</p>

### 3.7. Transport Air Quality Corridor overlay code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Section A—If in the Transport air quality corridor A sub-category</b>		
<p><b>PO1</b> Development for a <a href="#">multiple dwelling, residential care facility, rooming accommodation</a> where accommodating 6 people or more, or <a href="#">retirement facility</a> minimises exposure of an occupier of the development to road traffic air pollutants through:</p> <ul style="list-style-type: none"> <li>a. adequate separation from the road; or</li> <li>b. provision of ducted mechanical ventilation with supply of clean outdoor air.</li> </ul>	<p><b>AO1</b> Development for a <a href="#">multiple dwelling, residential care facility, rooming accommodation</a> where accommodating 6 people or more, or <a href="#">retirement facility</a>:</p> <ul style="list-style-type: none"> <li>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 <a href="#">Figure a</a>), from the kerb as specified in <a href="#">Table 8.2.23.3.B</a>; or</li> <li>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:                             <ul style="list-style-type: none"> <li>i. locates the mechanical ventilation outdoor air intakes at least the minimum distance, measured in the horizontal and vertical planes (refer to <a href="#">Figure b</a>), from the kerb as specified in <a href="#">Table 8.2.23.3.B</a>; or</li> <li>ii. includes filtration of outdoor air to a minimum performance standard of F6 or minimum efficiency reporting value (MERV) 9.</li> </ul> </li> </ul> <p><i>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. The higher the MERV designation, the better the removal efficiency, particularly for smaller particles.</i></p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Complies</b></li> <li><input type="checkbox"/> <b>Performance Solution</b></li> <li><input type="checkbox"/> <b>Not Applicable</b></li> </ul> <p>Mechanical ventilation can be conditioned.</p>

<p><b>PO2</b> Development for a <a href="#">childcare centre</a> meets the air quality (planning) criteria in <a href="#">Table 8.2.23.3.C</a>, to ensure that users are not exposed to harmful air pollutant levels.</p> <p><i>Note—An air quality impact report prepared in accordance with the <a href="#">Air quality planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO2</b> Development for a <a href="#">childcare centre</a> ensures that a <a href="#">habitable room</a> and any covered or uncovered outdoor activity area is located at least the minimum horizontal and vertical distances specified in <a href="#">Table 8.2.23.3.B</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Proposal is for a multiple dwelling.</p>
<p><b>Section B—If in the Transport air quality corridor B sub-category</b></p>		
<p><b>PO3</b> Development incorporates built form and landscape design elements that maximise wind movement around buildings and the dispersion of road traffic air pollutants, including:</p> <ol style="list-style-type: none"> <li>maintaining gaps between buildings at 7m or higher;</li> <li>variation in the building facade, in addition to balconies;</li> <li>varying the building shape and form from that of neighbouring buildings;</li> <li>significant vegetation between the road and the building.</li> </ol> <p><i>Note—A transport air quality corridor report prepared in accordance with the <a href="#">Transport air quality corridor planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p><b>AO3</b> Development at 7m or higher is set back at least 20m from the kerb.</p>	<p><input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Relevant landscaping and provision of sufficient setbacks have been provided for the development. No balconies are provided along the Mains Road frontage.</p>
<p><b>Section C—If within the Tunnel ventilation stack sub-category</b></p>		
<p><b>PO4</b> Development does not:</p> <ol style="list-style-type: none"> <li>expose the occupants of a <a href="#">sensitive use</a> to an air pollutant that exceeds the air quality planning criteria in <a href="#">Table 8.2.23.3.C</a>, due to the operation of a tunnel ventilation outlet;</li> <li>affect the dispersion of air pollutants to the extent that existing <a href="#">sensitive uses</a> will be exposed to air pollutants that exceed the air quality (planning) criteria in <a href="#">Table 8.2.23.3.C</a>.</li> </ol>	<p><b>AO4.1</b> Development has a <a href="#">building height</a> which is at least 10m lower than the height of the tunnel ventilation outlet.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located within the sub-category.</p>
	<p><b>AO4.2</b> The development does not include a <a href="#">childcare centre</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.</p>

<p>Note—An air quality impact report prepared in accordance with the <a href="#">Air quality planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</p>		
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## 4. Prescribed Secondary Code

### 4.1. Outdoor Lighting Code

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b> Development provides <a href="#">outdoor lighting</a> that does not have an adverse impact on any person, activity or fauna because of light emissions, either directly or by reflection.</p>	<p><b>AO1.1</b> Development ensures that technical parameters, design, installation, operation and maintenance of <a href="#">outdoor lighting</a>:</p> <ul style="list-style-type: none"> <li>a. comply with the requirements of AS 4282-1997 Control of the obtrusive effects of outdoor lighting;</li> <li>b. maintain a minimum of 20lux at the footpath level where in a zone in the centre zones category or the Mixed use zone.</li> </ul> <p><i>Note—The effects of <a href="#">outdoor lighting</a> should be mitigated where a window of a <a href="#">habitable room</a> of a nearby dwelling will be illuminated beyond maximum permissible values outlined in AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development will not provide outdoor lighting. Development is for a small-scaled residential use. No lighting changes will be made.</p>
	<p><b>AO1.2</b> Development provides floodlighting that is restricted to a type that gives no upward component of light where mounted horizontally, such as a full cut off luminaire.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development will not incorporate floodlighting.</p>

## 4.2. Park Planning and Design Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>PO1</b> Development ensures that the <a href="#">park</a> is provided and developed:</p> <p>a. to maximise recreational, visual, cultural, biodiversity, health and wellbeing values;</p> <p>b. to exhibit design excellence in form and function with a size, shape and topography suited to the intended function, level and intensity of use;</p> <p>c. to meet the requirements of intended users;</p> <p>d. in appropriate locations that will provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby <a href="#">parks</a>;</p> <p>e. to contribute positively to Brisbane’s natural and built form and legibility;</p> <p>f. to protect and enhance visual and physical connections to the Brisbane River and waterways.</p> <p><i>Note—Refer to the <a href="#">Sport and recreation zone</a> and <a href="#">Open space zone</a> for a description of zone precincts and the <a href="#">Infrastructure design planning scheme policy</a> for a description of <a href="#">park</a> types in the Brisbane park classification system.</i></p>	<p><b>A01.1</b> Development provides and embellishes land for a public <a href="#">park</a> where identified in a structure plan prepared in compliance with the <a href="#">Structure planning planning scheme policy</a> and the <a href="#">Local government infrastructure plan</a>.</p> <p><i>Note—All other public <a href="#">park</a> infrastructure (land and embellishment) is required to be provided in accordance with the <a href="#">Local government infrastructure plan</a> and its <a href="#">desired standards of service</a>.</i></p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on land location, embellishment and services.</i></p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>The Proposal does not involve a park.</p>
	<p><b>A01.2</b> Development ensures that the width of any <a href="#">park</a> is not less than 10m at any point.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A01.3</b> Development provides visual and physical access, where achievable, to Brisbane River and waterways through appropriate orientation and layout of <a href="#">park</a> features.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO2</b> Development ensures that the <a href="#">park</a> is transferred into the Council’s ownership.</p>	<p><b>A02</b> Development ensures that at the time of registration of title, the <a href="#">park</a> is transferred to the Council without cost except where otherwise provided in an infrastructure agreement.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO3</b> Development ensures that the <a href="#">park</a> has a gradient that is suitable for its intended use, does not pose a safety hazard and allows for ease of maintenance.</p>	<p><b>A03</b> Development ensures that for the <a href="#">park</a>:</p> <p>a. activity or recreation spaces have gradients less than 1V:20H and greater than 1V:150H to suit proposed recreational functions and accessibility and requirements;</p> <p>b. fields for ball sports have a gradient in the range of 1V:70H to 1V:100H;</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p>

	c. the majority of vegetated and grassed areas in maintained parklands have gradients less than 1V:6H, grassed areas have gradients no steeper than 1V:4H and unmown vegetated areas have gradients no steeper than 1V:3H.	
<b>PO4</b> Development ensures that the <a href="#">park</a> is not subject to unreasonable impacts from industrial activities or major transport corridors.	<b>A04</b> Development ensures that the <a href="#">park</a> does not serve primarily as a buffer to the railway network or a public transport corridor identified in the <a href="#">Strategic framework</a> or to a <a href="#">motorway, arterial road, suburban road</a> or primary freight route.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<b>PO5</b> Development ensures that: a. the <a href="#">park</a> is well located, well connected and permeable; b. access to and within the <a href="#">park</a> is safe and convenient, irrespective of the mode of transport used; c. the <a href="#">park</a> is accessible for people of differing abilities.	<b>A05.1</b> Development ensures that paths provided within the <a href="#">park</a> are sited to enable links to other components of the public open space system or local destinations.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>A05.2</b> Development ensures that vehicular access provided within the <a href="#">park</a> does not conflict with non-vehicular circulation or impact on the <a href="#">park</a> 's open space values.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>A05.3</b> Development ensures that the <a href="#">park</a> is not separated from the community it is intended to serve by physical barriers such as fenced service utilities, <a href="#">motorways, arterial roads</a> , the railway network, public transport corridors, rivers or city-wide waterway corridors.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<b>A05.4</b> Development ensures that the <a href="#">park</a> : a. is located within close proximity to bus routes and bus stops at <a href="#">park</a> frontages; b. is accessible via footpaths or cycle paths in accordance with crime prevention through environmental design principles; c. has adequate street frontage to cater for on-street car parking;	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

	<p>d. has adequate off-street car parking for district and metropolitan <a href="#">parks</a>.</p> <p><i>Note—The <a href="#">Transport, access, parking and servicing planning scheme policy</a> provides detail on parking rates and layout.</i></p>	
<p><b>PO6</b> Development ensures that:</p> <p>a. public utilities and infrastructure is provided for <a href="#">park</a>-related purposes as required;</p> <p>b. easements, public utilities and infrastructure do not constrain the intended use of the <a href="#">park</a> and align with the pedestrian and cyclist network to minimise impacts on vegetation and landform.</p> <p><i>Notes—</i></p> <ul style="list-style-type: none"> <li><i>The Council may accept a <a href="#">park</a> affected by an easement or other infrastructure. In this instance works within the easement are carried out in compliance with the <a href="#">Infrastructure design planning scheme policy</a> and the requirements of the relevant service authority.</i></li> <li><i>The preparation of a <a href="#">park concept plan</a> indicating where and how easements, public utilities and infrastructure are proposed to be located within the <a href="#">park</a> can assist in demonstrating achievement of this performance outcome.</i></li> </ul>	<p><b>A05.5</b> Development ensures that the entry nodes of new <a href="#">parks</a> highlight safe access points and provide path connections to major activity spaces and facilities.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A06.1</b> Development ensures that sewer and electricity connections are provided to district and metropolitan <a href="#">parks</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A06.2</b> Development ensures that water connections are provided to at least one point within the <a href="#">park</a> and to all development boundaries.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A06.3</b> Development ensures that the <a href="#">park</a> does not contain electricity, oil or gas easements or major sewerage or water infrastructure.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>A06.4</b> Development ensures that the <a href="#">park</a> does not contain services and infrastructure associated with residential, industrial or other development.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO7</b> Development ensures that if contaminated land is proposed as part of the <a href="#">park</a>, it is to be remediated in compliance with the requirements of the Queensland Government and documentation provided from the relevant Queensland Government department in relation to making the site appropriate for use as a <a href="#">park</a> prior to the acceptance of the land by the Council.</p>	<p><b>A07</b> Development ensures that land for <a href="#">park</a> purposes is not listed on the Queensland Government Environmental Management Register or the Contaminated Land Register.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO8</b></p>	<p><b>A08.1</b></p>	<p><input type="checkbox"/> Complies</p>

<p>Development ensures that accessibility and use of the <a href="#">park</a> is not compromised by stormwater infrastructure and discharge.</p> <p><i>Note—Preparing a <a href="#">park concept plan</a> indicating where and how stormwater infrastructure is proposed to be located within the <a href="#">park</a> can assist in demonstrating achievement of this performance outcome.</i></p>	<p>Development ensures that the <a href="#">park</a> does not contain major stormwater components, including high-velocity overland flow paths, detention basins or other stormwater storage areas.</p>	<p><input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO9</b> Development ensures that water bodies located in the <a href="#">park</a> contribute to the recreation and other values of open space.</p>	<p><b>A09</b> Development ensures that the <a href="#">park</a> does not contain dams or lakes.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO10</b> Development ensures that the <a href="#">park</a>:</p> <ol style="list-style-type: none"> <li>enhances the local identity of an area by contributing to local landscape character, visual amenity and a sense of place including but not limited to the provision of public art;</li> <li>protects scenic assets and views to important landscapes;</li> <li>contributes positively to the legibility of the local area.</li> </ol>	<p><b>A010</b> Development ensures that the design of the <a href="#">park</a>:</p> <ol style="list-style-type: none"> <li>protects and enhances significant views and vistas of Brisbane’s important landscapes;</li> <li>provides universal access to key public vantage points including key sites on the Brisbane River, the foreshores and high points;</li> <li>screens areas of poor visual quality;</li> <li>capitalises on and enhances local attributes, values and features such as significant trees, rocky outcrops and escarpments;</li> <li>ensures <a href="#">park</a> furniture and facilities contribute to high visual quality and have consistent character;</li> <li>incorporates public art to reflect local cultural values and <a href="#">park</a> context in district and metropolitan <a href="#">parks</a>.</li> </ol> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more information on <a href="#">park</a> furniture standards and public art provision.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

<p><b>PO11</b> Development ensures that clearance of vegetation and modification of existing landforms within the <a href="#">park</a> is minimised.</p>	<p><b>AO11.1</b> Development ensures that the <a href="#">park</a> is designed to retain existing vegetation and topographic features. <i>Note—Compliance with this acceptable outcome can be demonstrated by the submission of a landscape management and site works plan and <a href="#">landscape concept plan</a> identifying major elements of the <a href="#">park</a> design including location and extent of existing vegetation and topographic features.</i></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO11.2</b> Development ensures that the construction earthworks for the <a href="#">park</a> are carried out in compliance with the standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO11.3</b> Development ensures that the <a href="#">park</a> does not contain retaining walls that are built to the boundary of the site.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO11.4</b> Development ensures that the <a href="#">park</a> contains retaining walls only under the following circumstances:</p> <ol style="list-style-type: none"> <li>a. to avoid the creation of extensive, unusable slopes and embankments when stabilising the landform of a <a href="#">park</a> site; or</li> <li>b. where pathways with low gradients are required, for example, to provide an accessible path of travel; or</li> <li>c. where a structure is necessary to retain the natural ground level and protect tree roots around the drip line of existing vegetation; or</li> <li>d. where space is limited and planted embankments are not a reasonable alternative; or</li> <li>e. following the approval of a submitted <a href="#">landscape concept plan</a>.</li> </ol> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on design standards.</i></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

<p><b>PO12</b> Development ensures that visitor comfort in the <a href="#">park</a> is maximised.</p>	<p><b>AO12.1</b> Development ensures that adequate shade is provided in the <a href="#">park</a>, through retention of existing vegetation or provision of structures, particularly in activity areas and along paths.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO12.2</b> Development ensures that planting is provided in the <a href="#">park</a> to reduce glare and reflect radiant heat from hard surfaces. <i>Note—The <a href="#">Infrastructure design planning scheme policy</a> and <a href="#">Planting species planning scheme policy</a> provide more detail on design standards.</i></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<p><b>PO13</b> Development ensures that the <a href="#">park</a> is embellished to:</p> <ol style="list-style-type: none"> <li>provide a diversity of recreational experiences;</li> <li>ensure that <a href="#">park</a> assets can be maintained over time;</li> <li>be a focal point for the local community incorporating features such as public art, and providing for activities, festivals and events;</li> <li>provide a range of <a href="#">park</a> and visitor facilities such as playgrounds, <a href="#">park</a> furniture, picnic nodes, recreation and sporting facilities.</li> </ol>	<p><b>AO13.1</b> Development ensures that <a href="#">park</a> embellishments in a non-trunk <a href="#">park</a> are provided in compliance with the <a href="#">Park code</a>. <i>Note—The <a href="#">public park infrastructure embellishment standards</a> are contained within the <a href="#">Local government infrastructure plan</a>.</i></p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
	<p><b>AO13.2</b> Development ensures that <a href="#">park</a> embellishments in <a href="#">parks</a> that form part of the public park network are provided in compliance with standards in the <a href="#">Local government infrastructure plan</a> and the <a href="#">Infrastructure design planning scheme policy</a>.</p>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable
<p><b>PO14</b> Development ensures that the landscape works, improvements, maintenance and management requirements for the <a href="#">park</a> are in compliance with relevant Council policies and guidelines.</p>	<p><b>AO14.1</b> Development ensures that the landscape works and improvements in the <a href="#">park</a> are designed to:</p> <ol style="list-style-type: none"> <li>discourage graffiti on walls, for example, retaining walls and acoustic barrier fences;</li> <li>break up large areas of hard landscaping, for example, car parks;</li> <li>add visual interest and structure to extensive open areas;</li> <li>create new spaces, nodes or buffers within the open space;</li> <li>provide screening along site boundaries;</li> </ol>	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable

	<p>f. enhance areas of retained vegetation; g. polish run-off from roads and car parks.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>The preparation of a <a href="#">park concept plan</a> and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>The <a href="#">Infrastructure design planning scheme policy</a> and <a href="#">Planting species planning scheme policy</a> provides more detail on design standards.</li> </ul>	
	<p><b>AO14.2</b> Development ensures that <a href="#">park</a> maintenance and management requirements are considered in the planning and design of the <a href="#">park</a> and are incorporated in Council’s maintenance schedule.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>Preparing a <a href="#">park concept plan</a> and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on management and maintenance standards.</li> </ul>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
<p><b>PO15</b> Development ensures that environmental sustainability is promoted in the planning and design of the <a href="#">park</a>.</p>	<p><b>AO15</b> Development ensures that the planning and design of the <a href="#">park</a> incorporates environmentally sustainable practices, such as:</p> <ol style="list-style-type: none"> <li>use of local products and materials in the creation of the <a href="#">park</a>;</li> <li>use of recycled, recyclable and durable materials;</li> <li>waste minimisation;</li> <li>use of renewable energy sources including solar energy;</li> <li>water conservation and re-use, including incorporation of rainwater tanks and rainwater use;</li> <li><a href="#">park</a> maintenance requiring low resource demands.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

<p><b>PO16</b> Development creates a safe <a href="#">park</a> environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16.1</b> Development ensures that the planning and design of the <a href="#">park</a> incorporates the key elements of crime prevention through environmental design by:</p> <ol style="list-style-type: none"> <li>facilitating casual surveillance opportunities and including good sightlines to key activity areas such as car parks, pathways, public toilets and communal areas;</li> <li>defining different <a href="#">park</a> uses through design and restricting access from <a href="#">park</a> into adjoining private properties;</li> <li>promoting safety and minimising opportunities for graffiti and vandalism through exterior building design, orientation of buildings and use of active frontages;</li> <li>ensuring key activity areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>including way-finding cues;</li> <li>minimising predictable routes and entrapment locations near key activity areas such as car parks, public toilets, ATMs and communal areas.</li> </ol> <p><i>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the <a href="#">Crime prevention through environmental design planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO16.2</b> Development ensures that the <a href="#">park</a> has a minimum of 50% street frontage along its perimeter to enhance casual surveillance opportunities.</p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on access and road design standards.</i></p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>
	<p><b>AO16.3</b> Development ensures the <a href="#">park</a> has a minimum of 50% visually permeable fencing to adjoining residential dwellings or zones, to enhance casual surveillance opportunities.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	<p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on fencing design standards.</i></p>	
<p><b>PO17</b> Development reduces the potential for graffiti and vandalism in the <a href="#">park</a> through access control, canvas reduction and easy maintenance selection.</p>	<p><b>A017</b> Development incorporates graffiti and vandalism prevention techniques in the layout, building or structure design and landscaping of the <a href="#">park</a>, by:</p> <ul style="list-style-type: none"> <li>a. denying access to a potential canvas through access control techniques;</li> <li>b. reducing potential canvases through canvas reduction techniques;</li> <li>c. selecting easy maintenance techniques to ensure graffiti can be readily and quickly removed.</li> </ul> <p><i>Note—For guidance on graffiti and vandalism prevention techniques, refer to the <a href="#">Graffiti prevention planning scheme policy</a>.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>
<p><b>PO18</b> Development ensures that the <a href="#">park</a> is maintained until the title for the land comprising the <a href="#">park</a> is transferred to Council.</p>	<p><b>A018</b> Development ensures that the <a href="#">park</a> is maintained by the developer during the on-maintenance phase, that is, the period following the installation of all <a href="#">park</a> landscaping and infrastructure and while the <a href="#">park</a> is publicly accessible and useable, to ensure it is functioning as planned and is safe to access and use.</p> <p><i>Note—The <a href="#">Infrastructure design planning scheme policy</a> provides more detail on <a href="#">park</a> maintenance standards.</i></p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b></p>

# Urbicus