



# Urban Planning Report

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**APPLICATION REF**  
A006958092

→ **Site**

508 Jesmond Road, **FIG TREE POCKET**

→ **Proposal**

1 Into 3 Lot Subdivision

→ **Approvals**

Reconfiguring a Lot – Development Permit

February 2026



**Document Control**

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**1 DEVELOPMENT SUMMARY**

**1.1 Site Details**

<b>Address</b>	508 Jesmond Road, Fig Tree Pocket 4069
<b>Description</b>	Lot 3 on RP228081
<b>Area</b>	11,660m <sup>2</sup>
<b>Easements</b>	No
<b>Land Owner</b>	Yuhong Wei

**1.2 Application Details**

<b>Proposal</b>	Development Permit for Reconfiguration of Lots
<b>Approval Sought</b>	1 into 3 Lot Subdivision
<b>Development Permit</b>	Yes
<b>Preliminary Approval</b>	No
<b>Level of Assessment</b>	Impact
<b>Referral</b>	Nil
<b>Public Notification</b>	Yes
<b>Staging</b>	Nil

**1.3 Assessment Framework**

<b>Local Government</b>	Brisbane City Council
<b>Planning Scheme</b>	Brisbane City Plan 2014
<b>SEQ Regional Plan</b>	Urban Footprint
<b>State Planning Policies</b>	Not Applicable

**1.4 Administration Details**

<b>Applicant</b>	Yuhong Wei
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<b>Project Reference</b>	URB24-023

**2 INTRODUCTION**

**2.1 Proposal Outline**

The proposal seeks a Development Permit to Reconfiguration of Lots (1 into 3 lot subdivision). The subject land is located at 508 Jesmond Road, Fig Tree Pocket. This report will:

- Describe the site and surrounds;
- Outline the nature of the proposed development;
- Detail the type of development approvals sought;
- Address the relevant Statutory Frameworks;
- Address relevant provisions of the Brisbane City Plan 2014; and
- Identify and address other planning instruments of relevance to the application.

Prior to lodging this development application, a pre-lodgement meeting was held with Council. Refer to Section 2.9.

**2.2 Supporting Information**

This report is accompanied by the supporting information identified in the Table below

Document / Plan / Report	Consultant	Location
Subdivision Proposal Plan	JW Surveys	Appendix A
Code Compliance Report	Milanovic Neale Consulting Engineers	Appendix B
Stormwater Management Plan	Milanovic Neale Consulting Engineers	Appendix C
Erosion and Hazard Assessment Form	Milanovic Neale Consulting Engineers	Appendix D
Flood Assessment Report	Storm Water Consulting Engineers	Appendix E
Pre-lodgement Meeting Minutes	Council	Appendix F

**Table 2-1 Consultants Supporting Information**

**2.3 Site Context**

The subject site is identified within the suburb of Fig Tree Pocket, approx. 8km south-west of the Brisbane CBD. The suburb is characterised by low density residential uses and relatively remote.

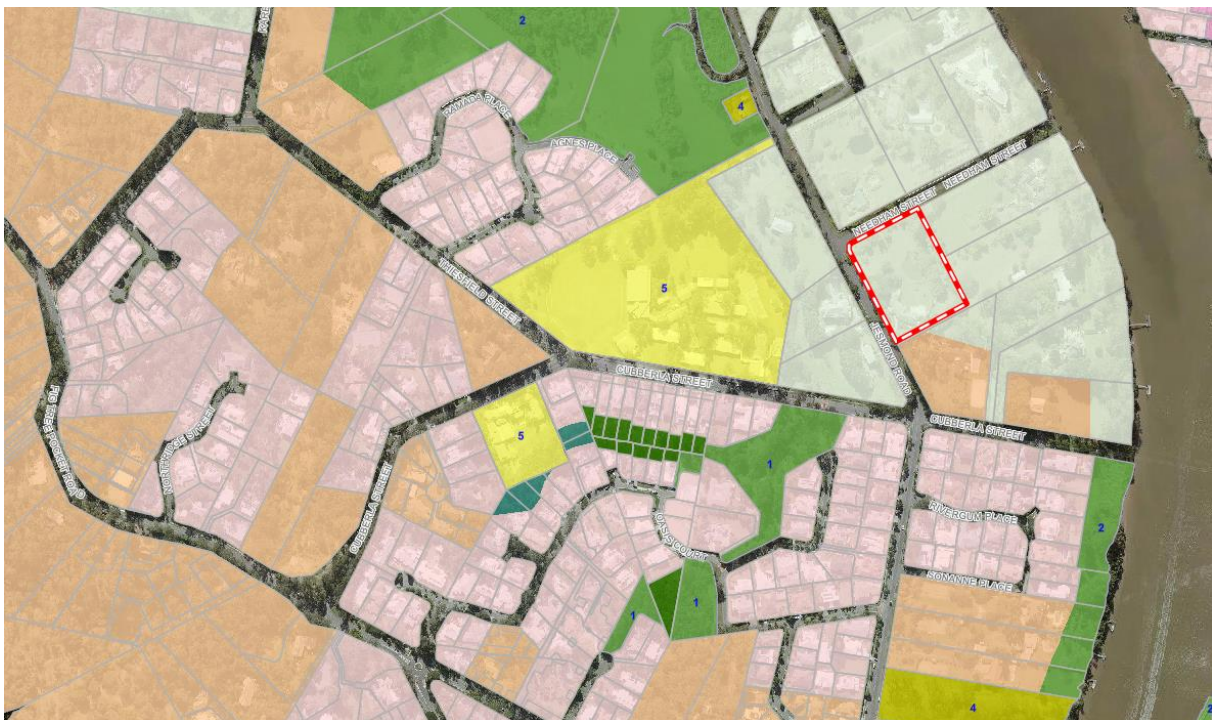


**Figure 2-1 Aerial of Subject Site**

Source: QLD Globe

The site is situated at 508 Jesmond Road, Fig Tree Pocket, and is located within the RU Rural Zone.

The adjoining sites to the south are identified within the Emerging Community Zone which afford stronger development potential than that of the subject site.



**Figure 2-2 Zoning Pattern**

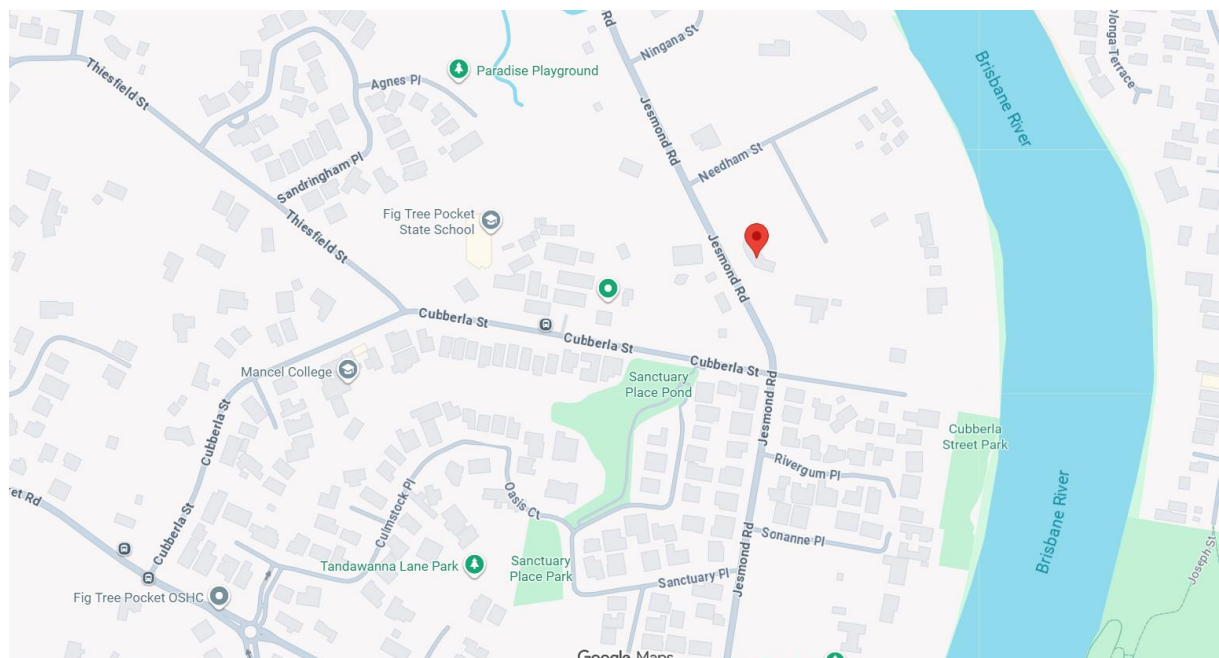
Source: BCC City Plan 2014

The locational table below provides an outline of surrounding roads, services and parks.

Location Context Table	
<b>Distance to Brisbane City</b>	11.6 km (approx.)
<b>Nearby Roads and Arterial Routes</b>	Needham Street – North to the site Cubberla Street – South to the site Jesmond Road – West to the site
<b>Nearby Services</b>	Fig Tree Pocket State School Brisbane Montessori School Mater Hospital Brisbane Princess Alexandra Hospital
<b>Parks / Open Space</b>	Cubberla Street Park Sanctuary Place Park

**Table 2-2 Location Plan**

Source: Google Maps



**Figure 2-3 Site Location**

Source: Google Maps

## 2.4 Site Description

The site is identified within the Fig Tree Pocket neighbourhood plan and is subject to several constraint overlays including Bushfire and Flood overlays. Existing services such as water, power, sewer and stormwater drainage are all available to the subject site. The site is improved by a detached dwelling located within the southern portion towards Jesmond Road. Mindful of the circumstances of the site and the surrounding pattern of development we believe the site represents a suitable candidate for subdivision.

Site Description Table	
<b>Address</b>	508 Jesmond Road, Fig Tree Pocket
<b>Lot Description</b>	Lot 3 on RP228081
<b>Existing Use:</b>	Residential Dwelling House

**Site Description Table**

<b>Area:</b>	11,660m <sup>2</sup>
<b>Improvements:</b>	Detached house
<b>Slope:</b>	RL13.5 to RL6 falls from south boundary to north boundary
<b>Lawful Point of Discharge</b>	Needham Street
<b>Access / Cross Over:</b>	Jesmond Road
<b>Road Hierarchy:</b>	Jesmond Road – Neighbourhood Road Needham Street – Neighbourhood Road
<b>Footpath:</b>	Yes - grass
<b>Street Trees</b>	Nil
<b>Vegetation:</b>	Yes – some mature vegetation on site
<b>Flooding:</b>	Yes – Brisbane River flood planning area
<b>Easements:</b>	Nil

**Table 2-3 Site Description Table**



**Figure 2-4 Aerial of Site**

Source: QLD Globe



**Figure 2-5** Site viewed from Jesmond Road

Source: Google Maps



**Figure 2-6** Current Mapping Aerial

Source: City Plan 2014 Mapping



**Figure 2-7 Pre 46 Mapping Aerial**

Source: City Plan 2014 Mapping

## 2.5 Urban Services & Infrastructure

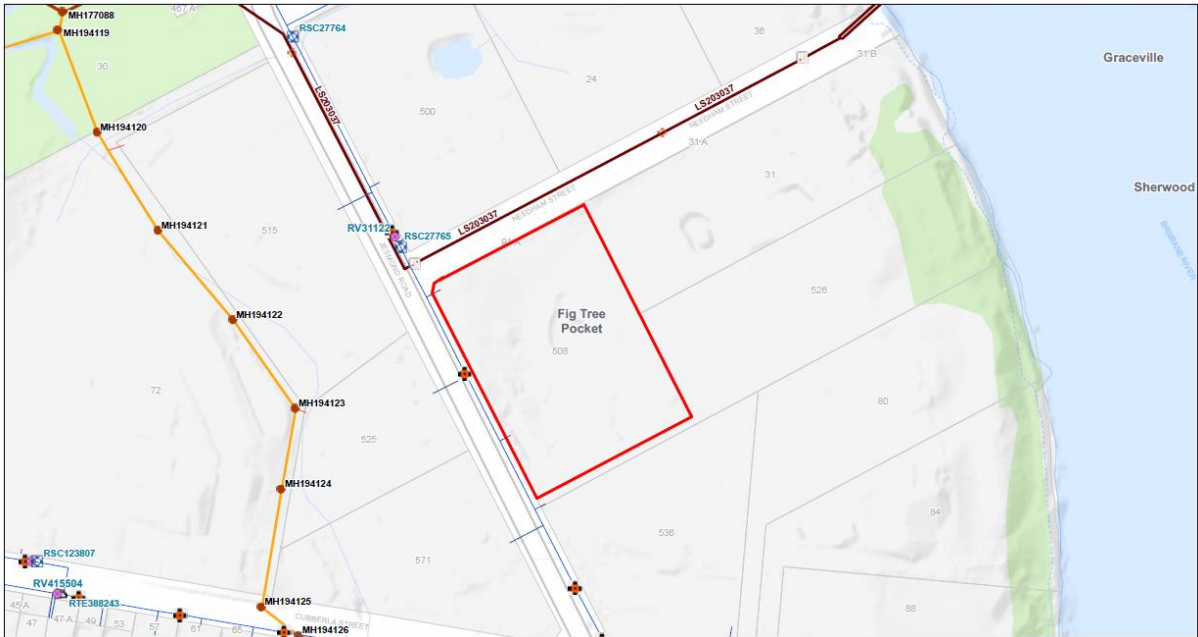
The subject allotment is capable of connection to all urban utilities except sewer. **Figure 2-8** shows the location of existing water and sewer services. The existing dwelling house is not connected to sewer but is connected to water.

### Urban Services

<b>Water Supply</b>	Water is available in Jesmond Road. Currently a water meter exists in Jesmond Road.
<b>Sewerage Reticulation</b>	Sewerage reticulation is currently located in Needham Street.
<b>Stormwater Discharge</b>	Stormwater is currently being discharged to Brisbane River.
<b>Road Hierarchy</b>	Jesmond Road and Needham Street are classified as neighbourhood roads
<b>Other Services</b>	All others services e.g. Telstra, Gas, Electricity, Pay TV are readily available.

**Table 2-4 Urban Services Assessment**

For further information regarding services refer to the Stormwater Management Plan prepared by Milanovic Neale Consulting Engineers (**Appendix C**).

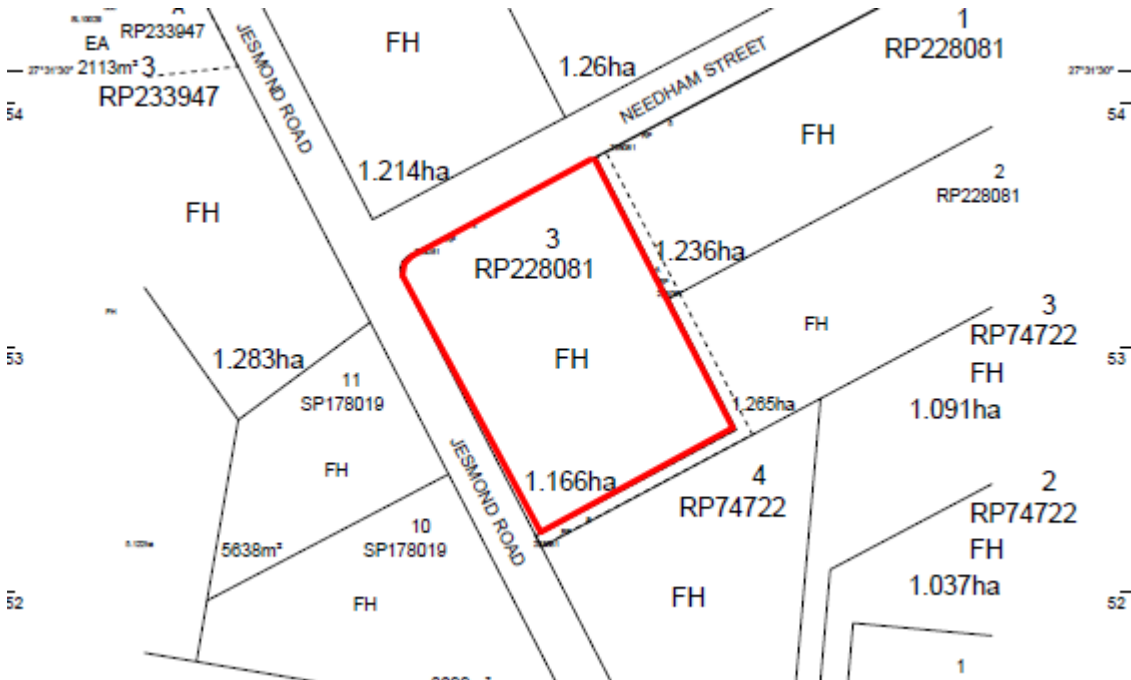


**Figure 2-8 As Constructed Services**

Source: BCC Community Maps

**2.6 Easements and Encumbrances**

The site is not encumbered by any easement. Refer to the Smart Map below **Figure 2-9**.



**Figure 2-9 Land Parcel Map (Smart Map)**

Source: DNRM Smart Map

**2.7 Infrastructure Charges**

The site is within the Priority Infrastructure Area under Council’s Adopted Infrastructure Charges Resolution. Under the resolution, the proposal will be subject to Infrastructure charges as additional lots are proposed.

Infrastructure charges should not be imposed for sewer as the on-site wastewater disposal is proposed for each allotment.

## 2.8 Site History & Previous Approvals

There were no records indicating previous applications or approvals over this lot.

## 2.9 Pre-lodgement Meetings

A pre-lodgement meeting was held with the Council on 4<sup>th</sup> March 2024. Council reference A006454324.

Prelodgement Advice	Urbicus Response
<p><b>General Planning Advice</b></p>	
<p>The subject site is located within the Rural zone and within the Fig Tree Pocket Neighbourhood Plan (FTPNP) under Brisbane City Plan 2014 (CP2014). Development for a reconfiguration of a lot resulting less than 10ha triggers an impact assessable development application pursuant to Table 5.6.1 of CP 2014.</p> <p>There are a number of overlays that impact the subject site, including but not limited to, the Flood overlay, Bushfire overlay, Road hierarchy overlay and Streetscape hierarchy overlay. While none of these overlays alter the level of assessment, they will need to be considered as part of any future development application.</p> <p>In considering the intent, purpose and overall outcomes of the zone and neighbourhood plan codes, as well as the significant flooding constraints that impact the subject site, proposed development would likely be challenging to justify in this instance.</p>	<p>The proposed development is <b>impact assessable</b>, and the relevant overlay, zone and neighbourhood plan codes have been assessed in detail throughout this report. The key issues raised during the pre-lodgement meeting, particularly those relating to flooding, stormwater, and the intent of the Rural Zone and FTPNP, are addressed comprehensively in the table below and sections that follow. The responses provided demonstrate that the proposal has been considered against the City Plan 2014 and the specific matters identified by Council.</p>
<p><b>1. Suitability of proposal</b></p>	
<p>While it was acknowledged that the subject site does not currently support agricultural type activities, further subdivision results in development that is not considered to protect or enhance the semi-natural, natural habitats and rural landscape values consistent with the rural setting as required by the Rural zone code. The site is impacted significantly by flooding and further intensification by subdivision with new residential dwellings increases the risk to people and property from flood hazards in flood events (discussed</p>	<p><b>Council and Queensland Government Expectations and Intent for Rural Zoning:</b></p> <ul style="list-style-type: none"> <li>• The City Plan states that the Rural Zone is intended to protect land for rural uses, agricultural activities, and the maintenance of significant natural resources. The subject site, however, no longer demonstrates characteristics that support these outcomes.</li> <li>• Rural housing areas in the Fig Tree Pocket Neighbourhood Plan (FTPNP) are expected to comprise of large lots that maintain a semi-rural landscape character. It also groups rural housing with Very Low Density Residential in several acceptable outcomes, indicating that low-density residential living is an anticipated and suitable form in this locality.</li> </ul>

further below).

The FTPNP code has been created to achieve finer grained planning at a local level and outlines the expectations of development outcomes within its locality. Within the drafting process, this neighbourhood plan was publicly notified and received community input. As such the development outcomes sought by the FTPNP code are considered within the expectations of community. The subject site is located in the rural housing area as demonstrated in Figure b of the FTPNP code. Overall Outcome k) of the FTPNP code stipulates that “No further subdivision occurs in the rural housing area”. As such the intent of the FTPNP is very clear in regard to increased density with further subdivision not anticipated in the rural housing area.

Council has concerns with the proposed subdivision of this site and the ability to comply with the requirements of the CP 2014 (Neighbourhood plan, Zone code and Strategic framework). Based on the CP2014 requirements the proposed subdivision is considered to be a departure from the intent and purpose of the zone code and finer grain planning as outlined in the FTPNP.

Notwithstanding the above-mentioned significant concerns, if an application were pursued the proposal would need to be supported with comprehensive justification (such as overriding need under 'other matters'), for the deviation from requirements of CP 2014 (including the Strategic Framework). As the development is impact assessable and subject to public notification, Council will consider submission/s received as part of the assessment of any future application.

- The Brisbane CityShape Strategic Framework specifies that Rural Neighbourhoods are intended to sit outside or on the edges of the SEQ Regional Plan urban footprint, contain single houses on large lots, have limited infrastructure servicing, supports rural industries and maintain ecological assets. The subject site is located well inside Brisbane’s urban footprint and is serviced by urban infrastructure (See **Figure 4-1**). The Site is not situated in a suitable area to support rural industries, suggesting it does not operate as a Rural Neighbourhood despite its zoning.
- Queensland Government zoning information describes rural residential areas as typically located on the outskirts of towns and often unserved by infrastructure. The Site is located 8.75km (approx.) from Brisbane CBD and surrounded by suburban zoning and appropriately serviced by infrastructure, meaning it does not function as a traditional rural residential area despite its zoning.

**Suitability of Proposal:**

- The site does not currently support agricultural activities and does not exhibit characteristics typical of rural land.
- The site is not mapped under the Natural Assets Local Law for significant vegetation or waterway protection, meaning the rural zone’s ecological protection intent is not triggered.
- Proposed lot sizes exceed 3,044sqm, aligning with the FTPNP’s expectation for large-lot housing that maintains a semi-rural character.
- Lots 2 and 3 contain sufficient area above the minimum flood planning level to accommodate dwelling houses.
- Although mapped as Rural Housing Area, the surrounding zoning (Low Density Residential and Emerging Community) demonstrates a clear transition away from rural land use.
- Recent approval on adjoining lot to the south-west (571 Jesmond Rd) further reinforce this transition and indicate that the locality is evolving toward a low-density residential pattern rather than a traditional rural setting. See **Figure 7-1 & 7-2** for approved subdivision at 571 Jesmond Rd (**AO1**).
- The site does not function as a Rural Neighbourhood under the CityShape framework, as it is not positioned on the outer edges of the urban footprint. Site benefits from urban servicing, accommodates large-lot residential living rather than rural industries, and does not contribute to the ecological or agricultural functions expected of this area (See **Figure 5-5**).

The proposed reconfiguration maintains large lots that reflect a semi-rural character, while the broader context of Fig Tree Pocket demonstrates a transition toward low-density residential development. Whilst we acknowledge the site is currently located within the Rural Zone, the combined considerations of servicing, surrounding zoning, absence of rural activities, and its position well within the Brisbane’s urban footprint show that it no longer functions as rural land in practice. Instead, the site’s characteristics and context align more closely with very low, to low-density residential development than with the intended outcomes of the Rural Zone.

<p><b>2. Engineering considerations</b></p>	
<p><u>Flood</u></p> <p>Based on the 'BCC Floodwise Property Report' the site is located within:</p> <ul style="list-style-type: none"> <li>- Brisbane River Flood Planning Area FPA2a, 2b, 4 &amp; 5 sub-categories.</li> </ul> <p>Based on Table 8.2.11.3.I (ROL) the proposed land use is not compatible with the Flood Planning Area sub-category. Consequently, if an application is pursued a Flood Risk Assessment will be required to be submitted with the development application. Guidance for the preparation of these reports is provided within the Flood PSP.</p> <ul style="list-style-type: none"> <li>- To be addressed with code assessment and based on formal application.</li> </ul> <p>The development will need to demonstrate flood immunity in accordance with Tables 8.2.11.3.F/J/K (ROL). The governing flood level for the site is: 2 %AEP EVENT and FLOOD LEVEL 7.5m AHD (River Flooding).</p> <p>Consequently the required flood immunity levels are:</p> <ul style="list-style-type: none"> <li>- Minimum 300m<sup>2</sup> area and pad @ 2% AEP + 300mm habitable floor level = 7.8m AHD;</li> </ul> <p>Future dwellings need to comply with following flood immunity levels:</p> <ul style="list-style-type: none"> <li>- Minimum habitable @ 1% AEP + 500mm = 10.5m AHD + 500mm = 11m AHD</li> <li>- Minimum non-habitable @ 2% AEP + 300mm = 7.5m AHD + 300mm = 7.8m AHD</li> </ul> <p>Existing site levels range from 5.4 m AHD to 14.8m AHD. Proposed &amp; existing site levels are to be shown clearly on the site plan.</p> <p>A Flood Overlay Code Assessment prepared and certified by an RPEQ will be required in order to demonstrate compliance with the Code. Including that the development does not adversely increase flood levels on neighbouring properties and/or achieves the required flood immunity. Guidance for the preparation of these reports is provided within the Flood PSP.</p>	<p>The Flood Assessment Report prepared by Storm Water Consulting Engineers (<b>Appendix E</b>) demonstrates compliance with these requirements and maps the proposed flood-immune areas for each lot (See <b>Figure 5-5</b>). See below for further justification:</p> <ul style="list-style-type: none"> <li>• As specified in the pre-lodgement meeting, Council requires a Minimum 300m<sup>2</sup> area and pad @ 2% AEP + 300mm habitable floor level = 7.8m AHD             <ul style="list-style-type: none"> <li>○ Lot 11 provides 1,044.6m<sup>2</sup> of flood-immune area and Lot 12 provides 1,328.8m<sup>2</sup>, both significantly exceeding the minimum 300m<sup>2</sup> requirement.</li> <li>○ The existing dwelling on Lot 10 already occupies a compliant area above the required flood planning level, making the mapped flood-immune pad for this lot redundant.</li> </ul> </li> <li>• The site's topography slopes toward the rear, ensuring that during a 1% AEP flood event, all three lots retain trafficable access to Jesmond Road, supporting safe evacuation and emergency service access.</li> <li>• The site's frontage to Jesmond Road provides a direct evacuation route and ensures emergency services can access the site during flood events.</li> <li>• Due to the nature of a Brisbane River flood event, there would be ample warning time for residents and dwelling houses to prepare and evacuate prior to significant flood inundation occurring on the site.</li> <li>• Future dwellings on the new lots will be designed to comply with the Flood Overlay Code, including:             <ul style="list-style-type: none"> <li>○ Minimum habitable floor level: 1% AEP + 500mm = 11.0m AHD</li> <li>○ Minimum non-habitable floor level: 2% AEP + 300mm = 7.8m AHD</li> </ul> </li> <li>• A Flood Overlay Code Assessment prepared by Storm Water Consulting Engineers confirms:             <ul style="list-style-type: none"> <li>○ No adverse flood impacts on neighbouring properties</li> <li>○ Compliance with required flood immunity levels</li> <li>○ Appropriate evacuation and emergency access arrangements</li> </ul> </li> </ul> <p>The Flood Assessment Report prepared by Storm Water Consulting Engineers confirms that the proposed subdivision can achieve all required flood immunity outcomes, with each new lot providing a flood-immune developable area well in excess of the minimum 300m<sup>2</sup>. The site benefits from long warning times associated with Brisbane River flooding and maintains trafficable access during a 1% AEP event, ensuring ample time for residents to prepare and evacuate. The proposed lots can accommodate future dwellings designed to meet all Flood Overlay Code requirements. The report demonstrates compliance with the Flood overlay code and can be delivered without worsening flood risk to up and downstream residents.</p>

<p><u>Stormwater</u></p> <p>A Lawful Point of Discharge is to be demonstrated. Guidelines as to what Council constitutes to be a satisfactory Lawful point of discharge may be found in City Plan 2014, Infrastructure Design PSP (ID PSP), section 7.6</p> <p>- Needham St</p> <p>o NOTE: Requirement for land owners consent to include ARS with application.</p> <p>A Site Based Stormwater Management Plan prepared by an RPEQ will be required to demonstrate compliance with the outcomes within this Code. The report is to be prepared in accordance with the ID PSP Section 1</p> <p>Stormwater easements may be required as specified in section 7.10 of the Infrastructure Design PSP.</p>	<p>For further justification to the response below, the Site Based Stormwater Management Plan prepared by Milanovic Neale Consulting Engineers can be found in <b>Appendix C</b>.</p> <p><b>Purpose of the Infrastructure Design Planning Scheme Policy (PSP):</b></p> <ul style="list-style-type: none"> <li>• The Infrastructure Design PSP requires development to demonstrate a lawful point of discharge, ensuring stormwater does not create an actionable nuisance for downstream properties.</li> <li>• The PSP requires assessment of downstream capacity and, where necessary, provision of mitigation measures to avoid adverse impacts from increased flows.</li> <li>• The Site-Based Stormwater Management Plan (The Plan) must demonstrate compliance with the PSP.</li> <li>• Where existing downstream infrastructure is constrained, easements or additional works may be required to ensure lawful discharge and protect adjoining properties.</li> </ul> <p><b>Response:</b></p> <ul style="list-style-type: none"> <li>• It's acknowledged that the proposed stormwater line as illustrated in Sketch: C6446-251124-SK01-REVA (Found in <b>Appendix C</b>) traverses through to Needham Street (the ARS). It is considered that consent is not required and that compliance can be conditioned with the approval package.</li> <li>•</li> <li>• A lawful point of discharge for the proposed development will be achieved via connection to the existing stormwater system in Needham Street, consistent with the requirements of the PSP.</li> <li>• Although peak site discharges increase, detention is not required as the site drains directly to the lower Brisbane River catchment, satisfying PSP item (b).</li> <li>• The Plan demonstrates that the proposed discharge arrangement will not cause an actionable nuisance or increased flows.</li> <li>• The Plan confirms that objectives of the PSP can be met without the need for additional downstream works or easements.</li> </ul> <p>The Stormwater Management Plan confirms that the development can lawfully discharge to the existing Needham Street system without creating adverse impacts on downstream properties. The site drains to the lower Brisbane River catchment, removing the need for detention. Overall, the proposal achieves a lawful point of discharge and demonstrates compliance with the Infrastructure Design PSP and Council's stormwater management objectives.</p>
<p><u>Erosion and Sediment Control</u></p> <p>An Erosion and Hazard Assessment Form is required to be lodged with any development application that will result in soil disturbing activity. (There are three categories of hazard ie. low, medium and</p>	<p>The Erosion and Hazard Assessment determined that the Site is a 'medium' risk site. Refer to <b>Appendix D</b> – Erosion and Hazard Assessment Form provided by Milanovic Neale Consulting Engineers.</p>

<p>high and conditions will be imposed based on the category of hazard).</p>	
<p><u>Transport, Access, Parking and Servicing</u></p> <p>A minor traffic report, endorsed by an RPEQ, is required to demonstrate that the proposal complies with the TAPS PSP.</p> <p>- Any performance solutions proposed for consideration need to be detailed as part of an RPEQ signed traffic report.</p> <p>Vehicular access from Jesmond Road is generally supported considering there are a number of existing crossovers shown during the meeting.</p> <p>An ARS exists along the Needham St frontage (91A Needham St, Fig Tree Pocket) Any access/new infrastructure or service connections will require the consent to include this parcel with the application for suitable consent.</p> <p>A plan needs to be provided superimposing the location of street tree's, proposed driveways and the location of proposed refuse bin locations for each frontage.</p>	<p>A minor traffic report is not required in this instance, as compliant and safe access arrangements can be achieved for all three proposed lots without requiring performance solutions under the TAPS code.</p> <ul style="list-style-type: none"> <li>• The existing ARS along the Needham Street frontage will remain as is. No new access or infrastructure is proposed on this frontage.</li> <li>• All vehicular access for the development can be provided from Jesmond Road, consistent with Council's preference.</li> <li>• Existing crossovers servicing Lots 10 and 11 will be retained, without the need for additional works.</li> <li>• Lot 12 has sufficient verge width and spacing between existing street trees to accommodate a new crossover that complies with TAPS standards.</li> <li>• The Jesmond Road frontage contains kerb and channel with suitable grades to support compliant driveway construction.</li> <li>• Sight lines along Jesmond Road are adequate to ensure safe entry and exit movements for traffic from all proposed lots.</li> <li>• Refuse collection, street tree locations and driveway alignments can be conditioned. It is important to note there is adequate spacing and verge width to allow for compliant outcome (See <b>Figure 2-10</b> for proposed driveways and location of street trees and refuse bins)</li> </ul> <p>The proposed subdivision can achieve safe, compliant and practical access arrangements from Jesmond Road without requiring performance solutions, and therefore a minor traffic report is not warranted. Existing and proposed access points meet TAPS PSP requirements, the ARS on Needham Street remains unaffected, and adequate sight distances and verge widths support the proposed layout in <b>Figure 2-10</b>.</p>
<p><u>Wastewater</u></p> <p>Recommend early discussion with Urban utilities to achieve a gravity sewer connection. Applicant to provide the SAN notice with any future applications.</p> <p>As part of demonstrating compliance with this code, it is to be clearly demonstrated that there is adequate room for the On-site Sewerage Facility via a Wastewater Design for each future property.</p> <p>The existing dwelling would need to also demonstrate that the existing Land Application Area is within the new boundaries and meets the setbacks as per the Queensland Plumbing and Wastewater Code. DFL 9.3m</p>	<ul style="list-style-type: none"> <li>• The Code Compliance Report prepared by Milanovic Neale Consulting Engineers (<b>Appendix B</b>) proposes an on-site septic system to service the proposed lots.</li> <li>• Whilst the site is located outside the wastewater connection area, Urban Utilities have no objection to the development being serviced by on-site septic systems, subject to Brisbane City Council approval.</li> <li>• Each new lot provides sufficient area to accommodate a compliant On-Site Sewerage Facility and Land Application Area in accordance with the Queensland Plumbing and Wastewater Code.</li> </ul>

<p><b>3. Environmental considerations</b></p>	
<p>The proposed development is located within the Bushfire overlay, triggering assessment against the Bushfire overlay code. The application letter indicates that the development is not assessable against Council's Bushfire overlay code as it is not mapped by the Queensland Government's Natural Hazard, Risks and Resilience bushfire mapping. As Council's bushfire overlay has not been integrated into the State's bushfire mapping, it can be assessed separately. A future development application (for either proposal) would therefore need to be supported with a response to Council's bushfire overlay code.</p>	<p>The site is mapped within Council's Bushfire Hazard Overlay, primarily affecting the existing dwelling. While the overlay applies, the vegetation causing the hazard can be removed prior to works commencing, reducing any bushfire risk within the development footprint. The SPP Bushfire Overlay Map in <b>Figure 5-7</b> suggests the Site is not located on the periphery of the area affected by bushfire hazard and can be effectively managed. Given the nature of the proposal and the ability to address the mapped hazard through vegetation management and future dwelling design, compliance with the Bushfire Overlay Code can be reasonably conditioned as part of this application.</p>



**Figure 2-10 Proposed & Existing Access via Jesmond Road**

Source: Nearmap

## **2.10 Contamination**

The site is not included on the EMR and CLR Register and is not known to be contaminated. Historical land uses have been residential and recreational in nature.

**3 PROPOSED DEVELOPMENT**

**3.1 Proposal Details**

The proposal seeks approval to subdivide the site into 3 lots ranging in size from 3,025m<sup>2</sup> to 5,604m<sup>2</sup> as detailed within Table 3-1.

Lot Description	Existing Lot Size	Proposed Lot Size	Frontage
Lot 3 on RP228081	11,660 m <sup>2</sup>	Proposed lot 10 – 3,025m <sup>2</sup>	Jesmond Road – 26.9m Needham Street – 87.0m Truncation – 9.3m
		Proposed lot 11 – 3,032m <sup>2</sup>	Jesmond Road – 32.6m
		Proposed lot 12 – 5,604m <sup>2</sup>	Jesmond Road – 60.3m

**Table 3-1 Proposed Lot Sizes**

The proposal is outlined within the Plan of Proposed Reconfiguration prepared by JW Surveys and is summarised as follows:

- Lots 11 & 12 have direct frontage to Jesmond Road.
- Lot 10 has frontages to Jesmond Road & Needham St.
- Sufficient verge width exists to accommodate new access arrangements, with existing access to Lot 11& 12 maintained. Any necessary refinements and development for Lot 10 can be addressed through conditions in consultation with BCC landscape and engineering teams.
- On-site wastewater treatment is proposed for each lot.
- The existing house, pontoon and on-site wastewater treatment system will be retained within Lot 12.
- All lots will be connected to water, electricity and telecommunications.
- Existing sewer infrastructure can facilitate all lots
- All proposed lots will achieve a lawful point of discharge via connection to existing stormwater system in Needham Street.

For further information relating to services, stormwater and infrastructure refer to the Reports prepared by Milanovic Neale Consulting Engineers.



**Figure 3-1 Proposed Subdivision Plan**

Source: JW Surveys

## 4 STATUTORY FRAMEWORK

This section addresses components of the statutory planning framework relevant to the assessment of the proposed development.

### 4.1 Planning Act (PA) 2016

The PA2016 is the statutory instrument for the State of Queensland under which development applications are assessed by local and state governments.

#### 4.1.1 Level of Assessment

The level of assessment for this application is Impact. Under Section 45(5) of the Planning Act:

- (5) An impact assessment is an assessment that:
- (a) must be carried out:
    - (i) against the assessment benchmarks in a categorising instrument for the development;
    - and
    - (ii) having regard to any matters prescribed by regulation for this subparagraph; and
  - (b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Assessment benchmarks are described in Section 30 of the Planning Regulation 2017:

- (1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.
- (2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks:
  - (a) the assessment benchmarks stated in:
    - (i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
    - (ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
    - (iii) a temporary State planning policy applying to the premises;
  - (b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;
  - (c) if the local government is an infrastructure provider—the local government's LGIP
- (3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

An assessment of the application has been undertaken against relevant assessment benchmarks described in Section 30 of the Planning Regulations outlined above.

#### 4.1.2 Public Notification

Section 53(1) of the PA2016 states:

*An applicant must give notice of a development application if:*

- (a) any part of the application requires impact assessment;*
- or*
- (b) the application includes a variation request*

The application requires Impact assessment and therefore notice of the application will be undertaken in accordance with the PA2016.

#### 4.1.3 Referral

Under Section 54(2) of the PA2016:

*(2) A referral agency, for a development application, is:*

- (a) the person prescribed by regulation as a referral agency for applications of that type;*
- or*
- (b) if that person's functions have been devolved or delegated to another person—the other person; or*
- (c) if the Minister has decided that a person is a referral agency under section 48(6)—that person.*

Part 4, Section 22(1) of the Planning Regulation states that:

*Schedules 9 and 10 prescribe:*

- (a) for section 54(2)(a) of the Act, the referral agency for the development applications stated in the schedules.*

The proposed development does not trigger referral to State Government.

## 4.2 State Planning Requirements

### 4.2.1 State Planning Policy (SPP)

The SPP was released on 3 July 2017. It is a State planning instrument made under Chapter 2 Part 2, Section 10 of the Planning Act.

The SPP outlines 17 state interests that must be considered in every planning scheme across Queensland. These state interests are arranged under five broad themes:

- liveable communities and housing
- economic growth
- environment and heritage
- safety and resilience to hazards
- infrastructure.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the SPP represents an assessment benchmark and the assessment manager must have regard to SPP's, if it is not identified and addressed in the planning scheme.

When a local planning scheme has not yet been updated to incorporate the SPP state interests, the Council will assess a development application using the assessment benchmarks in the SPP.

Part 2 Section 2.1 of City Plan indicates that the SPP was integrated into the planning scheme and therefore assessment against the SPP is not required.

#### **4.2.2 State Development Assessment Provisions**

The State Development Assessment Provisions (SDAP) define the state's interest in development assessment. It contains the matters SARA considers when assessing a development application on behalf of the chief executive.

When submitting a development application to the SARA, the applicant is required to demonstrate how the application complies with the applicable state code(s) in SDAP.

However, as the proposed development does not require referral to DILGP (refer to Section 4.1.3) the SDAP's do not apply.

#### **4.2.3 SEQ Regional Plan 2017**

The site is within the area of the South-East Queensland Regional Plan (Regional Plan) 2009-2031.

Under Section 26(2)(a)(i) of the Planning Regulation, the Regional Plan represents an assessment benchmark and the assessment manager must have regard to regional plan, if it is not identified as being appropriately reflected in the planning scheme.

The site is included in the Urban Footprint Land Use Area of the Regional Plan that is intended to accommodate urban development.



**Figure 4-1 Urban Footprint Mapping**  
Source: SARA Development Assessment Mapping System

## 5 LOCAL PLANNING REQUIREMENTS & ASSESSMENT

City Plan 2014 (CP2014) is the applicable planning scheme to this application. The relevant provisions are identified and addressed below.

### 5.1 Strategic Framework

Under the City Plan Strategic Framework Maps, the site is included within the Suburban Living Area. The land use strategies for the Suburban Living Area include:

- Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.
- Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.
- Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances.

Therefore, in accordance with the Strategic Framework of the Brisbane City Plan 2014, the site is located within an area identified as suitable for infill residential development for detached houses where meeting the intent and overall outcomes of the relevant zone.

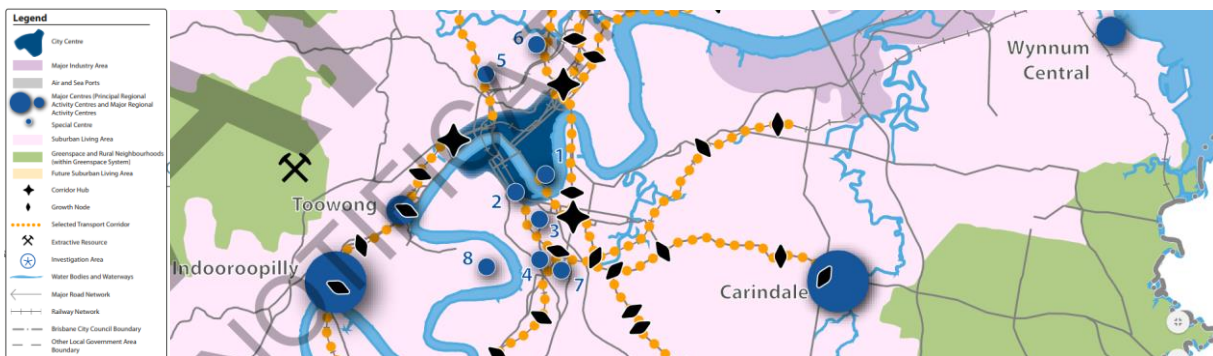


Figure 5-1 SFM-002 Brisbane City Shape 2031

Brisbane's Suburban Living Areas		
Table 3.7.6.1—Specific outcomes and land use strategies		
		Response
<p><b>SO1</b></p> <p>Suburban Living Areas experience growth in response to local context and needs including centres, community facilities, medium and high density residential and industrial uses.</p>	<p><b>L1</b></p> <p>The zoning pattern shows the development intent that is consistent with local values, constraints and opportunities in the Suburban Living Areas.</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 lot sizes exceed 3,000m<sup>2</sup> in area. The proposed lot sizes are consistent with the site's strategic designation under CityShape 2031, that includes the site within the Suburban Living Area, and the SEQ Regional Plan 2017, that includes the site within the Urban Footprint.</p> <p>The site is located at the eastern end of parcel of land, bounded by Fig Tree Pocket Road, Centenary Highway and the Brisbane River that is included within the Rural and Open Space Zones. This parcel of Rural Zoned land has been developed for large residential detached dwellings that offer a rural residential lifestyle but do not accommodate rural uses or activities. The current use of this land does not provide for the efficient use of land within an established urban area.</p> <p>This Rural Zones land is isolated from other Rural Zoned land and is surrounded by land included within the Emerging Community and Low Density Residential Zone that has or will be further subdivided for residential purposes.</p> <p>The adjoining site to the south, and land to the west (primarily parcels of land adjoining Fig Tree Pocket Road) is included within the Emerging Community Zone</p>

		<p>that identifies land for urban purposes and will facilitate future residential subdivision.</p> <p>Other land to the south and to the west is included within the Low Density Residential Zone and has been developed for detached residential dwelling on standard allotments, generally less than 3,000m<sup>2</sup> in area.</p> <p>The proposed lots are therefore consistent with the surrounding zoning and land use/development pattern, the sites strategic intent under the SEQ Regional Plan 2017 and the Strategic Framework of planning intent for the locality under City Plan 2014.</p>
<p><b>SO2</b></p> <p>Suburban Living Areas experience limited growth, providing predominantly detached housing for residents.</p>	<p><b>L2.1</b></p> <p>Development for housing is restricted to detached housing and any on-site secondary dwelling in the majority of Suburban Living Areas.</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 lots will be developed for detached dwellings.</p>
	<p><b>L2.2</b></p> <p>Development is restricted in terms of the lot sizes, configurations and circumstances suitable for subdivision and small-scale housing infill development.</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>Refer to response to L1.</p>
<p><b>SO3</b></p> <p>Suburban Living Areas allow for adaptable small-scale multiple dwellings, retirement facilities and residential care facilities to provide for intergenerational housing options catering to young people, families and supporting ageing in place and ageing in neighbourhood.</p>	<p><b>L3</b></p> <p>Development for small-scale multiple dwellings is restricted to well-located sites in Suburban Living Areas. Zone, neighbourhood plan and development codes, and mapping indicate various criteria for determining well-located sites in those localities and circumstances.</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>Development is not for multiple dwellings or retirement/care facilities.</p>

	<p>Development for retirement facilities and residential care facilities occurs on well-located sites in Suburban Living Areas. The scale and built form of retirement facilities and residential care facilities is commensurate with the size of the site and sensitive to the surrounding character and amenity of Suburban Living Areas.</p>	
<p><b>SO4</b></p> <p>The local character which is typically defined by features such as consistent block size and house spacing, an established road pattern, a predominance of detached housing, the presence of mature vegetation and gardens and by local typography is maintained.</p>	<p><b>L4.1</b></p> <p>Infill development is limited to instances where the resulting lot size reflects that which predominates in the neighbourhood.</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>Refer to response to L1.</p> <p>The proposed lot sizes exceed that which predominates the Fig Tree Pocket Neighbourhood, to maintain the semi-rural character of the Site. It is noted that Low Density Residential and Emerging Community zoning is predominant in Fig Tree Pocket.</p>
	<p><b>L4.2</b></p> <p>The siting, scale and lot coverage of new housing is consistent with the existing neighbourhood character of well-spaced houses and vegetated backyards.</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>Lot 12 is currently improved by a detached dwelling that will be retained. Lots 10 &amp; 11 exceed 3,000m<sup>2</sup> and will facilitate the spacing of detached dwellings and the provision of vegetated backyards. The proposed lot sizes accommodate for siting scale and lot coverage of new housing that is consistent with the Low-Density Residential character of Fig Tree Pocket.</p>
	<p><b>L4.3</b></p> <p>Development supports high levels of local amenity and air quality and enhances these areas, contributing to the sustainability of the city through:</p> <ul style="list-style-type: none"> <li>(a) the retention of mature and significant vegetation;</li> <li>(b) the retention of private open space capable of supporting trees and gardens;</li> </ul>	<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>Whilst there is no significant vegetation on site (See <b>Figure 5.5</b>), the proposed development supports the retention of private open space that will provide room for trees and gardens.</p>

	(c) increasing local shade cover along streets; (d) local sustainability initiatives such as water-sensitive urban design.	
<b>S05</b> District centres serve local and district catchments and accommodate slightly higher densities than surrounding neighbourhoods.	<b>L5.1</b> District centres are located at nodal points within residential neighbourhoods and function as community destinations, providing localised access to goods and services, including retail, community facilities and low impact industry and localised employment.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is not for a district centre.
	<b>L5.2</b> District centres are the focus for the public transport network within the local catchment of the district centres.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is not for a district centre.
<b>S06</b> Neighbourhood centres offer small-scale, low-impact local convenience services.	<b>L6.1</b> Neighbourhood centres are interspersed within residential neighbourhoods and function as local neighbourhood service providers.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is not for a neighbourhood centre.
	<b>L6.2</b> Neighbourhood centres are of a scale which is consistent with surrounding detached housing.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is not for a neighbourhood centre.
	<b>L6.3</b> A new neighbourhood centre which is not in a location provided for in a zone, zone precinct, or neighbourhood plan is to: (a) have a gross floor area of 2,500m <sup>2</sup> or less and a maximum tenancy size of 2,000m <sup>2</sup> or less; (b) have a frontage predominantly to a major road; (c) have vehicle site access from a suburban road, a district road or a neighbourhood road;	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is not for a neighbourhood centre.

	<ul style="list-style-type: none"> <li>(d) be 400m or less walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 3 or more services per hour in peak periods;</li> <li>(e) be more than 400m from an existing retail based centre;</li> <li>(f) manage the impact on the amenity and character of adjacent uses and the locality consistent with the overall outcomes for the zone, zone precinct and neighbourhood plan for the surrounding uses and locality.</li> </ul>	
<p><b>S07</b> Non-residential uses support local character and amenity.</p>	<p><b>L7</b> A range of non-residential land uses that generally support the needs of those Suburban Living Areas include the following:</p> <ul style="list-style-type: none"> <li>(a) local and district services and shopping with access to public transport services, as well as centres in specific locations and other small-scale non-residential uses such as those within commercial character buildings, providing neighbourhood convenience services within a walkable catchment;</li> <li>(b) schools and other community facilities;</li> <li>(c) a range of parks, from district sports parks to local recreation parks;</li> <li>(d) vegetation and open space, including in backyards, that support local and district ecological functions, including biodiversity and fauna movement, as well as helping reduce the urban heat island effect;</li> <li>(e) pedestrian-friendly traffic environments and pedestrian and cyclist connectivity to surrounding areas including some buffered industrial areas that offer locally accessible employment opportunities for residents in the Suburban Living Areas.</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>Development proposes 3 freehold lots intended for residential use.</p>

### 5.2 Site Zoning

The subject site is located within the RU Rural zone.



**Figure 5-2 Zoning Map**

Source: BCC Interactive Mapping

### 5.3 Rural Zone Code

The purpose of the rural zone is to:

- a. provide for rural uses and activities; and
- b. provide for other uses and activities that are compatible with:
  - i. existing and future rural uses and activities; and
  - ii. the character and environmental features of the zone; and
- c. maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.

The purpose of the zone will be achieved through the following overall outcomes:

Overall Outcomes	Nature of Proposal
Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ul style="list-style-type: none"> <li>i. Theme 2: Brisbane’s outstanding lifestyle and Element 2.2 – Brisbane’s housing and accommodation choices;</li> <li>ii. Theme 3: Brisbane’s clean and green leading environmental performance and Element 3.1 – Brisbane’s environmental values;</li> <li>iii. Theme 5: Brisbane’s CityShape and Element 5.6 – Brisbane’s Greenspace System.</li> </ul>	The proposed allotments sufficiently address Theme 2, 3 and 5 of Brisbane City Councils Strategic Framework. Element 5.6 was not assessed as the site is not identified within Brisbane’s Greenspace System mapping.
Development provides for primary production uses, as well as some broad hectare and low-intensity uses where they have a low environmental impact, support the rural setting and contribute towards Brisbane’s fresh food and produce consumed in the city.	Given the Fig Tree Pocket neighbourhood primarily reflects low density residential zoning, development that provides for primary production uses would not be suitable or appropriate given the nearby school and flood overlay. Therefore, the development is reflective of a more suitable development outcome that ensures the environmental elements of the site can be retained, as well as increasing housing supply within a well serviced area. Thus, the proposed layout is considered to achieve the intent of the planning scheme to support sustainable growth through the provision of suitably sized allotments that are capable of accommodating Dwelling

	houses whilst respecting the environmental and rural values applicable over the site
Development does not limit the ongoing operation of both an existing or future rural use or primary production activity through the intrusion of an incompatible use, including rural residential development.	The proposed development does not limit the ongoing operation of existing or future rural use or primary production activity. As illustrated in the context analysis, the immediate locality has already undergone urbanisation and the area no longer reflects a rural character.
Development conserves and protects an area suitable for primary production from fragmentation or alienation or from built forms of development that do not support the agricultural capability of the land.	Development is intended for residential use, not production uses. Given the Fig Tree Pocket neighbourhood zone primarily reflects low density residential zoning, development that provides for primary production uses would not be suitable.
Development for a residential use only comprises a predominantly 1 or 2 storey dwelling house which is located on an appropriately sized lot.	Development is intended for residential use and is located on lots that are of a size greater than the general pattern of the Fig Tree Pocket neighbourhood. The majority of lots in the neighbourhood are identified as Emerging Community and Low-Density Residential Zones.
Development for rural workers' accommodation may be located on land used for rural purposes which requires non-resident worker.	The proposed allotments are intended for residential use. Rural workers accommodation is not necessary.
Development for a dwelling house or rural workers' accommodation is designed and sited to respect the rural values, amenity and identity of the Rural zone.	N/A
Development for a home-based business may operate in a dwelling house and is of a scale and nature that protects the amenity of adjoining residents.	N/A
Development facilitates the establishment of a wide range of rural uses, including animal husbandry, cropping, intensive animal industry, roadside stall, wholesale nursery and winery.	Whilst the Site is zoned as Rural, the site does not facilitate rural uses given the surrounding pattern of zoning and development is more reflective of low density residential use.
Development for the rural uses of animal keeping, aquaculture, intensive horticulture or outdoor sport and recreation may be accommodated in the Rural zone.	N/A
Development for an agricultural supplies store, bulk landscape supplies, emergency services, garden centre, market, service station or veterinary service: <ul style="list-style-type: none"> <li>i. is located on a district road or suburban road (or a motorway or arterial road only, if a service station);</li> <li>ii. supports existing concentrations of centre-type activities.</li> </ul>	Whilst the Site is zoned as Rural, the site does not facilitate rural uses given the surrounding pattern of zoning and development is more reflective of low density residential use.
Development carefully manages the visual impact of clearing, building design and construction, materials, access ways and other aspects of development and land use to be consistent with its rural setting.	Development on proposed lots will be designed and constructed on large lots that maintain a semi-rural landscape character that match the surrounding pattern of development in Fig Tree Pocket.
Development protects and enhances semi-natural and natural habitats and rural landscape values through appropriate design, construction and operation of development.	As above.
Development for a low-impact activity such as outdoor sport and recreation or a home-based business such as a farm stay, is accommodated in a suitable location where it does not compromise the long-term use of the land for rural activities.	N/A
Development for a place of public worship, retirement facility, residential care facility or other intensive land use is not accommodated as their size, bulk and visual impact detracts significantly from the rural landscape character and primary production values of lands.	N/A

Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development	Land constraints and impacts of environmental values have been addressed in the Codes Report and reports prepared by Milanovic Neale Consulting Engineers and Storm Water Consulting Engineers (See <b>Appendix B, C, and E</b> )
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### 5.4 Level of Assessment

The proposed development is subject to **Impact Assessment** in accordance with Part 5 of the Planning Scheme as outlined in Table below.

Assessment Trigger	Table	Level of Assessment
RU Rural Zone	5.6.1	Impact
<b>Neighbourhood Plans</b>		
Fig Tree Pocket neighbourhood plan	5.9.26.B	No Change
<b>All Aspects of Development</b>		
Airport Environs Overlay	5.10.2	Accepted
Bicycle Network Overlay	5.10.3	Code
Bushfire overlay	5.10.5	Accepted
Community purposes network overlay	5.10.7A	Accepted
Critical Infrastructure and movement network overlay	5.10.8	Accepted
Flood overlay	5.10.11	Code
Potential and actual acid sulfate soils overlay	5.10.15	Accepted
Road hierarchy overlay	5.10.9	Code
Streetscape hierarchy overlay	5.10.15	Code

**Table 5-1 Level of Assessment Table**

The level of assessment is Impact as the Reconfiguration of a Lot is less than 10ha with no associated Material Change of Use within the RU Rural Zone.

### 5.5 Applicable Overlays

The following overlays apply to the site.

Overlays
Airport Environs Overlay
Bicycle Network Overlay
Bushfire overlay
Community purposes network overlay
Critical Infrastructure and movement network overlay
Flood overlay
Potential and actual acid sulfate soils overlay
Road hierarchy overlay
Streetscape hierarchy overlay

The application does not trigger assessment against the Airport environs and Critical infrastructure and movement network overlays. The Bicycle network, Flood overlay, Road and Streetscape hierarchy overlay codes have been addressed in the Codes Report.

### 5.5.1 Flood Overlay

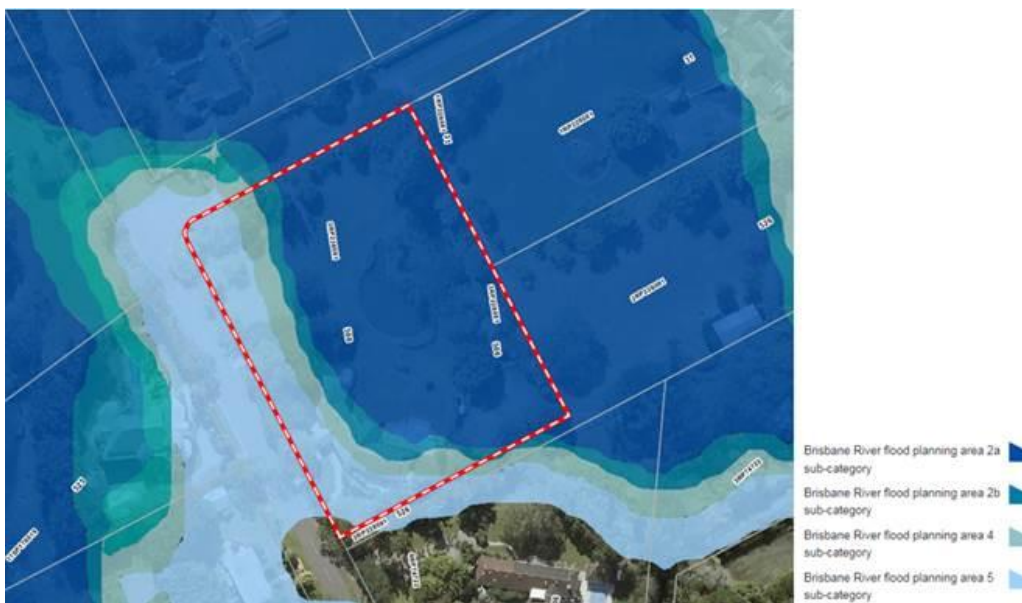
The FloodWise Property Report indicates that the site is affected by flooding from the Brisbane River. The Residential Flood Level (RFL) has been designated as 7.5m AHD. Therefore, according to BCC's Flood Overlay Code, the minimum habitable floor level will need to be set at 7.8m AHD.

The Engineering Report prepared by Storm Water Consulting Engineers states:

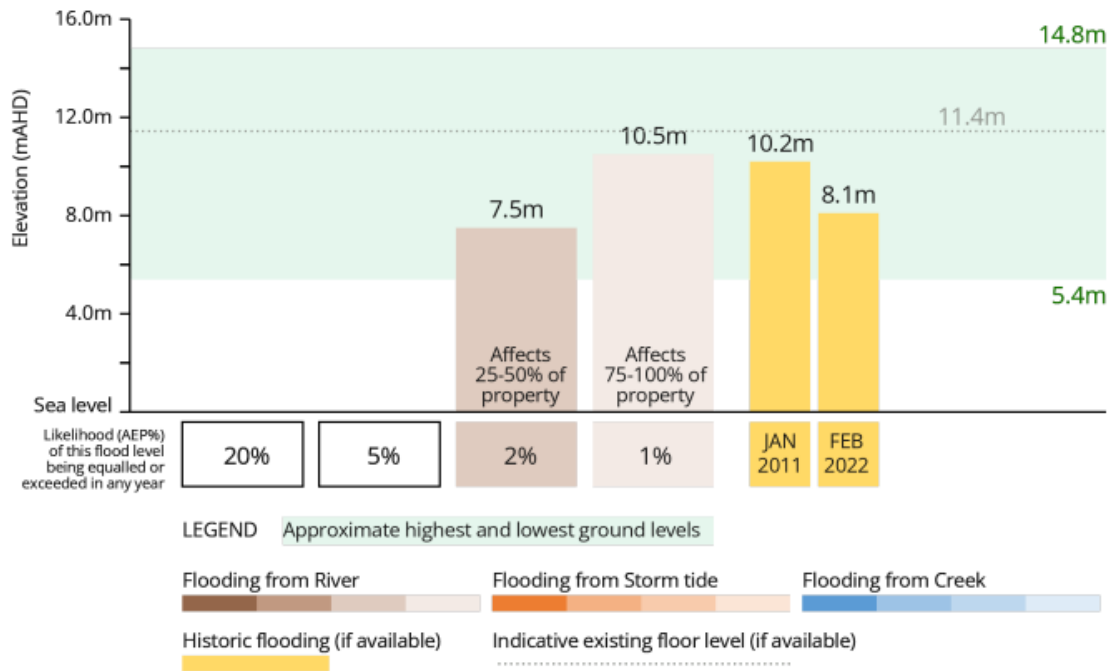
“The ground levels on the site range between 14.5m AHD in the southern corner of the property and 5.5m AHD at the dam on the site. The site is bordered by Jesmond Road to the southwest, Needham Street to the northwest and by residential properties in all other directions.

... Table 8.2.11.3.J in the Brisbane City Council's Flood Overlay Code identifies the minimum flood planning levels for reconfiguring a lot. To comply with Table 8.2.11.3.J, the minimum flood planning lot level is the 2% AEP Brisbane River flood level (7.5m AHD) + 300mm = 7.8m AHD. Figure 1.4 below illustrates the flood immune lot area (i.e. area above 7.8m AHD) for each lot. Lots 2 and 3 would have a flood immune lot area greater than 300m<sup>2</sup>, which is considered to be sufficient for future dwellings on these properties.

... Due to the nature of a Brisbane River flood event, there would be ample warning time prior to significant flood inundation occurring on the site. The three proposed lots would have flood free access to Jesmond Road during the 1% AEP flood event. The new lots (Lots 2 and 3) would have sufficient area above the minimum flood planning lot level. Future dwellings are required to comply with the minimum flood immunity requirements in Section A of the Flood Overlay Code. It is unlikely that the proposal will place any additional burden on emergency services. The Flood Risk Assessment is considered to demonstrate the mitigation of risk from flood hazard.”



**Figure 5-3 Brisbane River Flood Overlay**  
 Source: BCC City Plan, Interactive Mapping



**Figure 5-4 FloodWise Property Report**  
 Source: BCC FloodWise System

Minimum Flood Planning Lot Level

Table 8.2.11.3.J in the Brisbane City Council's Flood Overlay Code identifies the minimum flood planning levels for reconfiguring a lot. To comply with Table 8.2.11.3.J, the minimum flood planning lot level is the 2% AEP Brisbane River flood level (7.5m AHD) + 300mm = 7.8m AHD. Figure 1.4 below illustrates the flood immune lot area (i.e. area above 7.8m AHD) for each lot. Lots 2 and 3 would have a flood immune lot area greater than 300m<sup>2</sup>, which is considered to be sufficient for future dwellings on these properties.

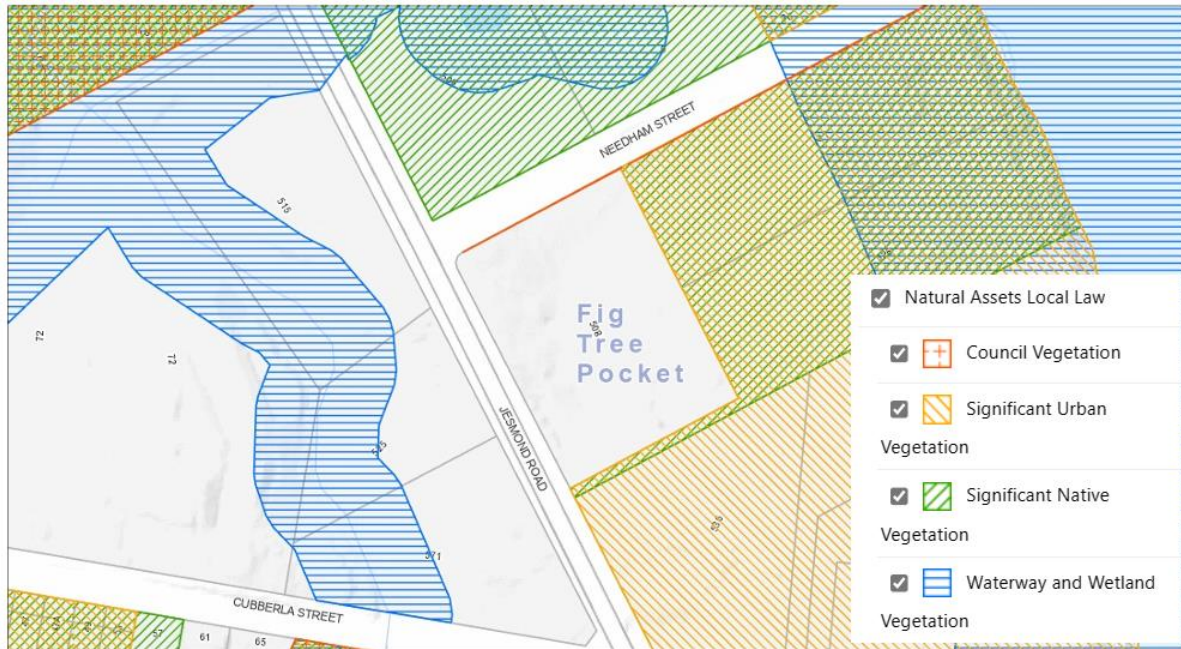


Figure 1.4 – Flood Immune Lot Areas

**Figure 5-5 Flood Immune Lot Areas**  
 Source: Flood Assessment Report, Storm Water Consulting Engineers

**5.5.2 Biodiversity Overlay**

The site is not identified under both Natural Assets Local Law (Significant Native Vegetation & Waterway and Wetland Vegetation) which mandates the retention of established vegetation on site. However, the site is identified within the Bushfire Overlay (refer to Section 5.5.3 below). Extracts of environmental mapping are outlined below.



**Figure 5-6 NALL**  
 Source: BCC Interactive Mapping

**5.5.3 Bushfire Overlay**

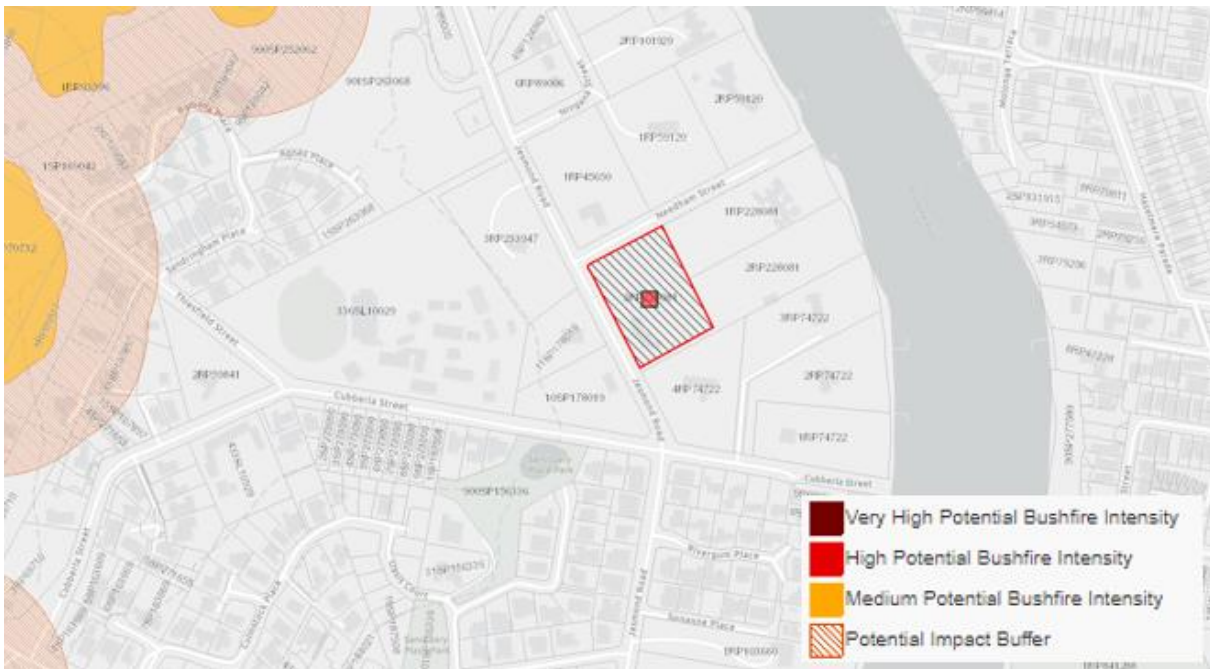
The site is identified within the Bushfire Hazard Overlay – specifically within the High and Medium Hazard Area sub-categories with the worst affected areas located within the southern portion of the site which interfaces with the adjoining access easement and along the sites frontage to Jesmond Road.

Notwithstanding, the proposal is not identified within the SPP Bushfire hazard area and as such is not subject to assessment against the Local Planning Instrument i.e. Brisbane City Council Planning Scheme. The mapped vegetation within the bushfire overlay will be cleared prior to works commencing on site.



**Figure 5-6 Bushfire Hazard Overlay Map**

Source: BCC Interactive Mapping



**Figure 5-7 SPP Bushfire Overlay Map**

Source: SARA Development Assessment Mapping System

## 5.6 Applicable Codes

The applicable codes relevant to the application have been completed and included in the Code Report.

### Development Codes

Subdivision code

### Neighbourhood Plan Code

Fig Tree Pocket neighbourhood plan

### Prescribed Secondary Codes

Filling & excavation code

Infrastructure design code

Landscape work code

Outdoor lighting code

Park planning & design code

Stormwater code

Transport, access, parking and servicing code

Wastewater code

### Overlay Codes

Airport environs overlay code

Bicycle network overlay code

Bushfire overlay code

Community purposes network overlay code

Critical infrastructure and movement network overlay code

Flood overlay code

Road hierarchy overlay code

Streetscape hierarchy overlay code

The Stormwater Management and Infrastructure Design Codes have been addressed in the Code Compliance Report prepared by Milanovic Neale Consulting Engineers (**Appendix B**).

The Flood Overlay Code has been addressed by Storm Water Consulting Engineers (**Appendix E**).

All other Codes have been addressed within the attached Codes Report.

**6 DEVELOPMENT CODES**

**6.1 Subdivision Code**

The proposal has been addressed against the purpose of the Subdivision Code below. The following descriptions illustrate areas of compliance. For individual responses to the Subdivision Code, refer to the **Codes Report**:

Overall Outcomes	Nature of Proposal
<p>Development for reconfiguring a lot proposed in conjunction with or subsequent to a material change of use maintains or improves the:</p> <ul style="list-style-type: none"> <li>i. landscape and built form character, environmental and other values of the site or locality;</li> <li>ii. safe and efficient operation of existing and future lawful uses and activities on the site or adjacent premises;</li> <li>iii. amenity of intended uses and existing surrounding residential uses;</li> <li>iv. comfort, quiet, privacy and safety (including the impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected in the zone or zone precinct that applies to the site.</li> </ul>	<p>Not Applicable. The proposed reconfiguring a lot does not involve a material change of use.</p>
<p>Development for reconfiguring a lot results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> <li>i. achieve the relevant outcomes and comply with the standards required by the planning scheme for the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>ii. accommodate lawful uses;</li> <li>iii. are of an appropriate size, dimensions and arrangement suited to their intended use and proximity to infrastructure, services and facilities needed by the development;</li> <li>iv. are arranged and configured to complement the pattern of development in the locality;</li> <li>v. address development constraints that impact land use and development and mitigate adverse impacts to character and environmental values.</li> </ul>	<p>Complies. This subdivision will create lots of a size consistent with the surrounding pattern of development. Refer to <b>Section 2.9</b> for further justification.</p>
<p>Development for reconfiguring a lot under the Land Title Act 1994 and the Body Corporate and Community Management Act 1997 occurs in a manner that achieves good urban design outcomes.</p>	<p>Complies. Proposed subdivision will occur in a manner that achieves good urban design outcomes.</p>
<p>Development for reconfiguring a lot associated with or resulting from a material change of use provides lots and arrangement of lots for the purposes of titling and any easement relevant to the development.</p>	<p>Not Applicable. The newly created lots will be utilised for residential purposes, consistent with the subject site's current use.</p>
<p>Development for reconfiguring a lot of an existing building and associated land can be separately titled either in freehold or other title forms.</p>	<p>Complies. Proposed subdivision will create 3 new freehold lots.</p>
<p>Development for reconfiguring a lot relating to existing or approved buildings does not apply to the reconfiguring a lot of a dwelling house in a zone in the Residential zones</p>	<p>Complies. Proposal involves a 1 into 3 lots subdivision</p>

<p>category and a dwelling house, including the main dwelling, plus any secondary dwelling or ancillary outbuildings, in a zone in the residential zones category is always to remain as a sole lot by any title or tenure.</p>	
<p>Development for reconfiguring a lot provides infrastructure and services that:</p> <ul style="list-style-type: none"> <li>i. comply with the relevant standards in the planning scheme;</li> <li>ii. effectively integrate with existing and planned infrastructure and services to the extent these are identified or necessary to support the development for its intended purpose;</li> <li>iii. maximise the quality and utility of the public realm.</li> </ul>	<p>Complies. The existing infrastructure and services will be maintained. On site sewer system is proposed to manage wastewater for all 3 lots.</p>

**7 PERFORMANCE SOLUTIONS**

Performance Outcomes	Acceptable Outcomes
<p><b>PO1</b> Development results in lots and an arrangement of lots that:</p> <ul style="list-style-type: none"> <li>a) enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use;</li> <li>(b) are consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>(c) 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>(d) complement the streetscape, local context and character for the locality;</li> <li>(e) address development constraints.</li> </ul>	<p><b>AO1</b> Development provides lots with dimensions in compliance with <a href="#">Table 9.4.10.3.B</a>.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Note—The <a href="#">Dwelling house code</a> and <a href="#">Dwelling house (small lot) code</a> provide requirements for dwelling houses on standard lots and small lots. <a href="#">Table 9.4.10.3.B</a> is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.</p> <p>Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p>

**Nominated Performance Solution – Lot Size**

The proposed reconfiguration does not satisfy the nominated performance outcome; however, as outlined in **Section 2.9**, the site no longer functions as rural land and the proposal aligns with the intended outcomes of the Brisbane City Plan, CityShape and the Fig Tree Pocket Neighbourhood Plan (FTPNP). The Rural Zone is intended to protect land for rural uses, agricultural activities and significant natural resources, yet the site does not demonstrate any of these characteristics. It is fully serviced by urban infrastructure, contains no mapped ecological features under the Natural Assets Local Law, and is located well within the SEQ Regional Plan Urban Footprint. In this context, the land does not operate as a rural or rural-residential area despite its zoning.

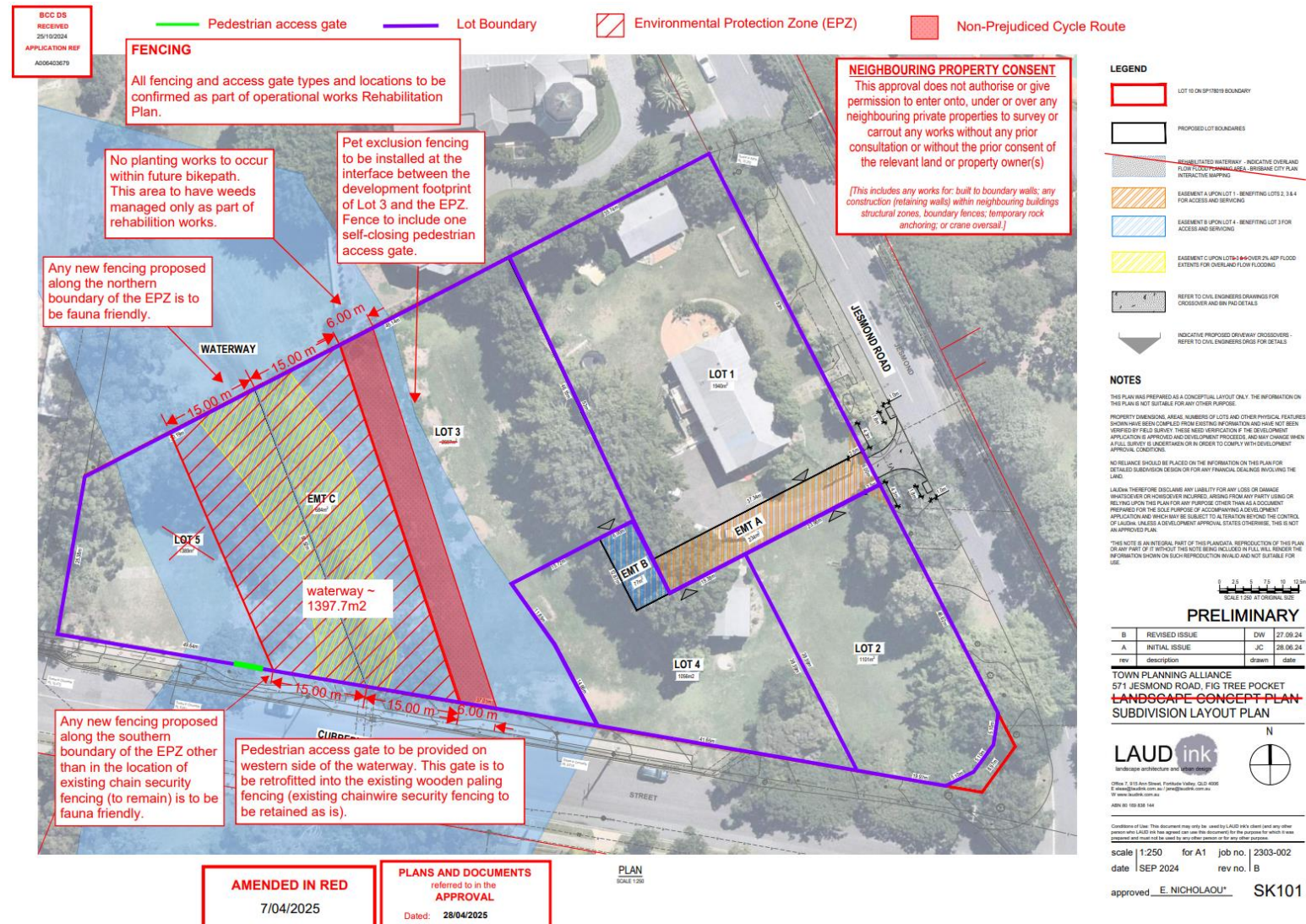
The FTPNP anticipates large-lot, very low density residential living that maintains a semi-rural landscape character. The proposed lots exceed 3,044m<sup>2</sup> and provide substantial separation, landscaping opportunities and building envelopes consistent with the semi-rural character expected in Rural Housing Areas. The neighbourhood plan also groups Rural Housing Areas with Very Low Density Residential areas in several acceptable outcomes, demonstrating that very low-density residential living is an appropriate and intended outcome for this locality. The proposal therefore aligns with the neighbourhood plan’s desired character and built form outcomes.

CityShape identifies Rural Neighbourhoods as areas located outside or on the edges of the Urban Footprint, containing single houses on large lots, limited servicing, rural industries and ecological assets. The subject site does not meet these criteria. It is positioned well inside the Urban Footprint, is fully serviced, and is surrounded by suburban zoning. Queensland Government zoning guidance similarly describes rural residential areas as typically unserviced and located on the outskirts of towns, which is not reflective of this site’s context only 8.75km from the Brisbane CBD.

The surrounding zoning pattern reinforces this transition away from rural land use, with Low Density Residential and Emerging Community zones dominating the area. The recent approval of a 1 into 4

subdivision for a Rural zoned site at 571 Jesmond Road (Application Number: A006403679), with lots smaller than those proposed, further demonstrates the locality's shift toward very low to low density residential living. Each proposed lot provides a functional shape, compliant access and servicing, and more than 1,044m<sup>2</sup> of flood-immune land, ensuring suitable development areas.

Although the proposal does not meet the prescribed outcome, it achieves the intent of the City Plan, CityShape and the FTPNP by delivering large, serviceable lots that maintain a semi-rural character while reflecting the established and emerging pattern of very low to low density residential development in Fig Tree Pocket.



**Figure 7-1** Approved Engineering Plans at 571 Jesmond Road #1  
Source: LAUD ink & Town Planning Alliance



Performance Outcomes	Acceptable Outcomes
<p><b>PO7</b> Development is designed, including any car parking areas and channel works to:</p> <ul style="list-style-type: none"> <li>a. reduce property damage;</li> <li>b. provide safe access to the site during the <a href="#">defined flood event</a>.</li> </ul>	<p><b>A07.1</b> Development (including any ancillary structures and car parking areas) is located above minimum flood immunity levels in <a href="#">Table 9.4.9.3.B</a>, <a href="#">Table 9.4.9.3.C</a>, <a href="#">Table 9.4.9.3.D</a>, <a href="#">Table 9.4.9.3.E</a> and <a href="#">Table 9.4.9.3.F</a>.</p> <p><i>Note—Compliance with this acceptable outcome can be demonstrated by the submission of a hydraulic and hydrology report identifying flood levels and development design levels (as part of a site-based stormwater management plan).</i></p> <p><b>A07.2</b> Development including the road network provides a stormwater management system that provides safe pedestrian and vehicle access in accordance with the standards in the <a href="#">Infrastructure design planning scheme policy</a>.</p>
<p><b>PO9</b> Development is designed to manage run-off and peak flows by minimising large areas of impervious material and maximising opportunities for capture and re-use.</p>	<p><b>A09</b> No acceptable outcome is prescribed.</p>
<p><b>PO10</b> Development ensures that there is sufficient site area to accommodate an effective stormwater management system.</p> <p><i>Note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for high-risk development only.</i></p>	<p><b>AO10</b> No acceptable outcome is prescribed.</p>

**Nominated Performance Solution – Stormwater Management**

The Code Compliance Report prepared by Milanovic Neale Consulting Engineers (Appendix C) for justification to the above performance outcomes and to the Flood Assessment Report (Appendix E) prepared by Storm Water Consulting Engineers for mapping of the flood immunity lot areas. Each proposed lot provides greater than 1,044sqm of flood immunity area for development of a residential dwelling.

## 8 RECOMMENDATIONS

This urban planning report demonstrates that the proposed development and associated development application complies with relevant provisions of the City Plan 2014 and relevant state government legislation and planning instruments. Any potential conflict with the planning scheme is limited and minor in nature and there are sufficient grounds to justify the development, despite such conflict.

On this basis, the application has planning merit and should be approved subject to reasonable and relevant conditions.

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**9 APPENDICES**

- 9.1 Appendix A – Subdivision Plan prepared by JW Surveys**
  
- 9.2 Appendix B – Code Compliance Report prepared by Milanovic Neale Consulting Engineers**
  
- 9.3 Appendix C – Stormwater Management Plan prepared by Milanovic Neale Consulting Engineers**
  
- 9.4 Appendix D – Erosion and Hazard Assessment Form completed by Milanovic Neale Consulting Engineers**
  
- 9.5 Appendix E – Flood Assessment prepared by Storm Water Consulting Engineers**
  
- 9.6 Appendix F – Council pre-lodgement meeting minutes**

## Code Report

→ **Site**

508 Jesmond Road, **FIG TREE POCKET**

→ **Proposal**

1 Into 3 Lot Subdivision

→ **Approvals**

Reconfiguring a Lot – Development Permit

February 2026

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# 1. Development Use Code

## 1.1. Subdivision Code

Performance Outcomes	Acceptable Outcomes	Responses
<b>Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot</b>		
<b>PO1</b> Development results in lots and an arrangement of lots that: <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>	<b>AO1.1</b> Development provides lots with dimensions in compliance with <a href="#">Table 9.4.10.3.B</a> .  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.  Note—Parts 1 to 3 of <a href="#">Table 9.4.10.3.B</a> provide the minimum dimensions for standard, small and <i>rear lots</i> to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.  Note—Part 4 of <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.  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.  Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b> The proposed subdivision will create 3 allotments at 508 Jesmond Road (the Site):
	<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 Land Title Act 1994 and the Land Act 1994.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> No building envelope plan is proposed or development footprint plan.

Proposed Lot	Size	Frontage
10	3,025m <sup>2</sup>	Needham Street – 26.9m Jesmond Road – 87.0m Truncation – 9.3m
11	3,032m <sup>2</sup>	Jesmond Road – 32.6m
12	5,604m <sup>2</sup>	Jesmond Road – 60.3m

Refer to **Section 7** of the Planning Report

	<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>A01.3</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"/> <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 for a subdivision. 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>A02.1</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>          No cut &amp; fill proposed as a part of the proposal. Any earthworks will be in general accordance with the relevant provisions.</p>
	<p><b>A02.2</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 type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b>          None of the proposed lots are less than 450m<sup>2</sup>.</p>
	<p><b>A02.3</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>          All 3 lots meet the minimum rectangle dimension of 14x20 (m) in the Rural residential zone.</p>

	<p>Note—A minimum rectangle dimension sited on level to gently sloping land is required to ensure that lots are able to be developed for a dwelling in accordance with the requirements of the planning scheme. Note—The minimum rectangle dimension is to be located within the <a href="#">net developable area</a> of any site where in the Emerging community zone.</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>in compliance with the road corridor design standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>at an adequate width, suitable gradient and appropriate construction standard;</li> <li>to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>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>high levels of pedestrian traffic;</li> <li>large subtropical street trees;</li> <li>on-street parking.</li> </ol> </li> </ol>	<p><b>AO2.4</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>AO3.1</b> Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ol style="list-style-type: none"> <li>design and construction in accordance with the road hierarchy;</li> <li>safe travel for pedestrian, cyclists and vehicles;</li> <li>access to properties for all modes;</li> <li>utilities;</li> <li>high levels of aesthetics and <a href="#">amenity</a>, improved liveability and future growth;</li> <li>a high-quality streetscape;</li> <li>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>AO3.2</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> All lots can obtain lawful access to the sites via Needham Street/Jesmond Road</p> <ul style="list-style-type: none"> <li>Proposed lot 10 – Needham Street/Jesmond Road;</li> <li>Proposed lot 11 – Jesmond Road;</li> <li>Proposed lot 12 – Jesmond Road.</li> </ul>
	<p><b>AO3.3</b></p>	<p><input checked="" type="checkbox"/> <b>Complies</b></p>

	<p>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 type="checkbox"/> <b>Performance Solution</b></p> <p><input type="checkbox"/> <b>Not Applicable</b></p> <p>As above.</p>
	<p><b>AO3.4</b></p> <p>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> <li>c. a pedestrian or cyclist crossing.</li> </ul>	<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 access to all lots will be suitable and are provisioned with appropriate sight distances.</p>
	<p><b>AO3.5</b></p> <p>Development provides grades within a lot that:</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. 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>Proposed access to each lot is appropriate and is in general accordance with the TAPS Planning Scheme Policy.</p> <p>Development does not require cut &amp; fill in excess of 1m.</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 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>Refer to <b>Engineering Report</b> prepared by Milanovic Neale Consulting Engineers</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 is proposed as part of the development.</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</p>	<p><b>AO5</b> Development ensures that lot density, location, arrangement and dimensions address 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>intended land use and activities associated with that use.</p>	<p>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>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.</p>	<p>The proposal is for a 1 into 3 lot subdivision and will not result in any adverse impacts as nominated.</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> <ol style="list-style-type: none"> <li>a site that is more than 1ha in the Emerging community zone; or</li> <li>the number of potential dwellings is 20 or more in the Emerging community zone; or</li> <li>a site that is more than 7,000m<sup>2</sup> in the Low density residential zone; or</li> </ol>		

<p>d. the number of lots is 20 or more; or</p> <p>e. the opening of a new road, creation of a <a href="#">park</a>, the creation of a bicycle and pedestrian network element; or</p> <p>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.</p> <p>Note—Refer to the <a href="#">Structure planning planning scheme policy</a> for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate <a href="#">dwelling houses</a> or where reconfiguring a lot is not proposed in conjunction with a material change of use.</p>		
<p>The proposal does not involve the criteria listed in Section C1 above. As such, this criteria is not applicable.</p>		
<p><b>Section C2—Detailed performance outcomes and acceptable outcomes for a <a href="#">small lot</a>:</b></p> <p>a. not complying with the dimensions in <a href="#">Table 9.4.10.3.B</a>; or</p> <p>b. with a frontage width of less than 10m.</p>		
<p>The proposal does not involve creation of small lots. As such, this criteria is not applicable.</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>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.</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><b>PO32</b></p> <p>Development provides a lot design that protects, maintains and enhances <a href="#">ecological features</a>, significant vegetation, koala habitat trees and rural land values.</p> <p>Note—<a href="#">Ecological features</a>, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the <a href="#">Biodiversity areas planning scheme policy</a> and accommodated through the approach described in the <a href="#">Structure planning planning scheme policy</a>.</p> <p>Note—This performance outcome requires identification of a <a href="#">development footprint plan</a> or <a href="#">building envelope plan</a>. A <a href="#">development footprint plan</a> or <a href="#">building envelope 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 the Land Act 1994.</p>	<p><b>AO32</b></p> <p>Development identifies a <a href="#">development footprint plan</a> or <a href="#">building envelope plan</a> for each lot and demonstrates that lot design and layout conserves <a href="#">ecological features</a>, significant vegetation, koala habitat trees and rural land values in a spatial configuration that:</p> <p>a. consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;</p> <p>b. minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;</p> <p>c. does not further fragment viable rural land.</p> <p>Note—This acceptable outcome requires identification of a <a href="#">development footprint plan</a> or <a href="#">building envelope plan</a>. A <a href="#">development footprint plan</a> or <a href="#">building envelope plan</a> will form part</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>SPP Mapping and BCC Biodiversity Overlay suggests the Site is not possess ecological features, significant vegetation, koala habitat and rural land values. Thus, it cannot protect, maintain or enhance these features.</p>

	of a development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the Land Title Act 1994 and the Land Act 1994.	
<b>PO33</b> Development provides vehicular access that is: <ol style="list-style-type: none"> <li>available to each lot or <b>building envelope</b> area;</li> <li>does not result in the loss of <b>ecological features</b>, significant vegetation and koala habitat trees.</li> </ol> Note— <b>Ecological features</b> , significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the <b>Biodiversity areas planning scheme policy</b> .	<b>A033</b> Development provides vehicle access via a road and within a lot that is designed to minimise the clearing of vegetation and potential threat to fauna movement.  Note—Identification of a <b>development footprint plan</b> can assist in demonstrating achievement of this acceptable outcome. A <b>development footprint plan</b> 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.	<input type="checkbox"/> <b>Complies</b> <input checked="" type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Development has the capacity to facilities safe and compliant road access to all 3 proposed lots from Jesmond Road. As mentioned above, the site does not occupy ecological features, significant vegetation or koala habitat trees.
<b>Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots</b>		
<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>		
<b>PO34</b> Development does not result in: <ol style="list-style-type: none"> <li>the use of a premises being impaired or made unlawful;</li> <li>dependent activities of a use becoming separated by titling;</li> <li>the functioning of the relevant development approval being compromised.</li> </ol> Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.  Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individually titled units through a building form plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property unless expressly required by an overlay. For example, land subject to hazard may necessitate private courtyards be within common property for maintenance purposes.  Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use	<b>A034.1</b> Development ensures: <ol style="list-style-type: none"> <li>the use of premises remains lawful;</li> <li>development remains in compliance with planning and building standards and development approvals.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development will create 3 freehold lots.
	<b>A034.2</b> Development of premises for its intended or approved use is lawful and in compliance with planning and building standards and development approvals.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development will create 3 freehold lots.

<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 Body Corporate and Community Management Act 1997</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. Neighbourhood Plan Code

### 2.1. Fig Tree Pocket Neighbourhood Plan Code

Performance outcomes	Acceptable outcomes	Responses
<p><b>General</b></p> <p><b>PO1</b> Development is of a height, scale and form that achieves the relevant intended outcome for the precinct, improves the <b>amenity</b> 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 anticipated density and assumed infrastructure demand;</li> <li>aligned with community expectations about the number of <b>storeys</b> 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 <b>amenity</b> 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 development potential adjoining a site.</li> </ol> <p><i>Note—Development that exceeds the intended number of <b>storeys</b> or <b>building height</b> can place disproportionate pressure on the transport network, public space or <b>community facilities</b> 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 <b>amenity</b>.</i></p>	<p><b>AO1</b> Development complies with the number of <b>storeys</b> and <b>building height</b> in Table 7.2.6.2.3.B. <i>Note—Neighbourhood plans will mostly specify maximum number of <b>storeys</b> where zone outcomes have been varied in relation to <b>building height</b>. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where maximum number of <b>storeys</b> and height in metres are specified.</i></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> Development is for reconfiguring a lot. As such, this outcome is not applicable.</p>
<p><b>PO2</b> Development in the road reserve and streetscape reflects the bushland and semi-rural landscape character of Fig Tree Pocket, particularly with regard to:</p>	<p><b>AO2.1</b> Development has a maximum fence height of 1.5m and is at least 75% transparent where along road alignments. <i>Note—Acoustic fencing is not required along Fig Tree Pocket Road, Jesmond Road and Gunnin Street.</i></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> Development is for reconfiguring a lot. As such, this outcome is not applicable.</p>

<p>a. the design of fencing, vehicular access and driveways;</p> <p>b. the design of the carriageway, drainage, footpaths, cycle paths and grass swales;</p> <p>c. fencing is low key, not visually prominent and integrates elements of landscape design in the road reserve in accordance with <a href="#">Figure d</a>.</p>	<p><b>AO2.2</b> Development ensures earthworks such as cutting and filling, are minimised by providing horizontal and vertical separation of the road carriageway and footpaths/cycle paths.</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>Development is for reconfiguring a lot. As such, this outcome is not applicable.</p>			
	<p><b>AO2.3</b> Development ensures that for steep slopes identified in <a href="#">Figure b</a> swale drainage, footpaths and cycle paths are graded or constructed independently of the road carriageway.</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>Development is for reconfiguring a lot. As such, this outcome is not applicable.</p>			
<p><b>If in the very low density residential or low density residential potential development areas or the rural housing area</b></p>					
<p><b>PO3</b> Development on steep slopes being greater than 1:4 as indicated in <a href="#">Figure b</a>:</p> <p>a. does not cause additional erosion, sediment loss or impact on adjacent lands and waterways;</p> <p>b. ensures building techniques are sensitive to the ecological values of the site;</p> <p>c. ensures retaining wall materials, finishes and landscaping are compatible with the surrounding area.</p>	<p><b>AO3.1</b> Development ensures buildings are not located on slopes equal to or greater than 1:3 as indicated in <a href="#">Figure b</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>Development is for reconfiguring a lot, not building works. As such, this outcome is not applicable.</p>			
	<p><b>AO3.2</b> Development ensures cut and fill of slopes less than 1:3 does not exceed 1m above or below existing ground levels.</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>Development is for reconfiguring a lot. As such, this outcome is not applicable.</p>			
	<p><b>AO3.3</b> Development ensures building foundations are of a type that minimise disturbance to the natural landscape, such as pole type foundations.</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>Development is for reconfiguring a lot, not building works. As such, this outcome is not applicable.</p>			
	<p><b>AO3.4</b> Development for reconfiguring a lot provides lots 1,000m<sup>2</sup> or greater on sites with a slope greater than 1:4 as indicated in <a href="#">Figure b</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>The proposed subdivision will create 3 allotments, all greater than 1000 m<sup>2</sup>:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Proposed Lot</th> <th>Size</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">3,025m<sup>2</sup></td> </tr> </tbody> </table>	Proposed Lot	Size	10
Proposed Lot	Size				
10	3,025m <sup>2</sup>				

		<table border="1"> <tr> <td>11</td> <td>3,032m<sup>2</sup></td> </tr> <tr> <td>12</td> <td>5,604m<sup>2</sup></td> </tr> </table>	11	3,032m <sup>2</sup>	12	5,604m <sup>2</sup>
11	3,032m <sup>2</sup>					
12	5,604m <sup>2</sup>					
<b>If in the very low density residential potential development area</b>						
<b>PO4</b> Development: a. maintains <a href="#">ecological features</a> and processes that underpin the biological, social, cultural and economic wellbeing of Fig Tree Pocket and surrounds are protected and managed to ensure their long-term viability; b. responds to and retains ecological and bushland landscape character values and results in no net loss of ecological values in the central area indicated in <a href="#">Figure a.</a> c. ensures that safety and traffic movement is maintained by restricting vehicular access ways to Fig Tree Pocket Road.  <i>Note—Preparing an environmental management plan to protect ecological values may assist in achieving this performance outcome.</i>	<b>AO4.1</b> Development of a <a href="#">dwelling house</a> is sited within an approved <a href="#">development footprint plan</a> , or where a <a href="#">development footprint plan</a> does not exist: a. has an average plan area of 600m <sup>2</sup> ; b. is set back a minimum 6m and average 10m from any road frontage.  Refer to <a href="#">Figure c.</a>  <i>Note—The above <a href="#">development footprint plan</a> requirements are in addition to those in the <a href="#">Subdivision code</a>.</i>	<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 this area. As such, this outcome is not applicable.				
	<b>AO4.2</b> Development if reconfiguring a lot: a. ensures the lot configuration and the <a href="#">development footprint plan</a> protects ecologically sensitive areas; b. ensures that any vegetation cleared in accordance with a <a href="#">development footprint plan</a> is replaced on other parts of the same site with locally occurring native species, in accordance with the <a href="#">Planting species planning scheme policy</a> . c. ensures only 1 shared vehicular access is provided for lots with access to and from Fig Tree Pocket Road.	<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 this area. As such, this outcome is not applicable.				
<b>If in the very low density residential potential development area and with a road frontage to Fig Tree Pocket Road, Jesmond Road, Gunnin Street, Cubberla Street, Thiesfield Street, Kenmore Road, Pylara Street, Terrigal Street or Karella Street</b>						
<b>PO5</b> Development: a. minimises disruption to the natural landscape and vegetation on hillsides and adjacent to roads in order to protect bushland landscape character in the area;	<b>AO5.1</b> Development retains native vegetation in a 10m corridor adjacent to the road. Refer to <a href="#">Figure f</a> and <a href="#">Figure h.</a>	<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 this area. As such, this outcome is not applicable.				
	<b>AO5.2</b>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>				

b. responds to site characteristics such as slope, waterways, ecological and landscape character values through the width of <a href="#">setbacks</a> .	Development minimises the mass of buildings by varying wall and roof lines.	<input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located within this area. As such, this outcome is not applicable.
<b>If in the low density residential potential development area with road frontage to Fig Tree Pocket Road, Jesmond Road, Gunnin Street, Cubberla Street, Thiesfield Street or Ormsby Street</b>		
<b>PO6</b> Development: a. maintains the landscape character of the potential development area; b. maintains views from district access and suburban routes which are characterised by houses located in a semi-rural setting; c. locates building <a href="#">setbacks</a> depending upon site characteristics such as slope, waterways, ecological and landscape character values.	<b>AO6.1</b> Development retains existing mature native vegetation by providing landscape treatments in a 10m corridor along the road.	<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 this area. As such, this outcome is not applicable.
	<b>AO6.2</b> Development where for reconfiguring a lot, ensures all lots have a minimum area of 1,000m <sup>2</sup> and vehicular accesses/driveways to lots are shared where topography and sequencing of subdivision enables this to occur. <i>Note—A <a href="#">development footprint plan</a> may be required to implement landscape character treatments in allotments fronting these roads. Buildings and associated structures are set back a minimum 6m and average 10m from the roads listed above.</i>	<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 this area. As such, this outcome is not applicable.
	<b>AO6.3</b> Development provides landscaping treatment along road frontages in accordance with <a href="#">Figure d</a> , <a href="#">Figure f</a> , <a href="#">Figure g</a> , <a href="#">Figure h</a> , <a href="#">Figure i</a> and <a href="#">Figure j</a> which illustrate appropriate landscape treatments, including: a. tree planting at irregular spacing; b. grouping or clumping of trees; c. occasional views of built form through landscaped areas; d. provision of services such as footpaths meandering amongst existing mature vegetation; e. use of colours and materials for footpaths and cycle paths sensitive to landscape character. <i>Note—A <a href="#">landscape concept plan</a> may be required to assist in demonstrating achievement of this acceptable outcome.</i>	<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 this area. As such, this outcome is not applicable.

<b>If reconfiguring a lot on land in the low density residential potential development area that adjoins the very low density residential potential development area or rural housing area</b>		
<b>PO7</b> Development interface between the low density residential potential development area and the very low density residential potential development area or the rural housing area is transitioned through appropriate allotment sizes and siting of buildings.	<b>A07</b> Development has a minimum lot size of 1,000m <sup>2</sup> .	<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 this area. As such, this outcome is not applicable.
<b>If for <a href="#">centre activities</a> in an area identified as a neighbourhood centre in <a href="#">Figure a</a></b>		
<b>PO8</b> Development is located: <ol style="list-style-type: none"> <li>at a convenient location on the home-bound trip for residents;</li> <li>with high levels of accessibility and visibility from a major district or <a href="#">suburban road</a>;</li> <li>at a central location to areas of significant residential development, ensuring a high level of convenience to the majority of the population;</li> <li>as close as possible to a range of <a href="#">community facilities</a>.</li> </ol>	<b>A08.1</b> Development in the centre is located on the area noted as neighbourhood centre identified in <a href="#">Figure a</a> and is within 500m of the low density residential potential development area accessible by footpath or cycle path.	<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 this area. As such, this outcome is not applicable.
	<b>A08.2</b> Development in the neighbourhood centre is designed to address all street frontages and evoke a contemporary <a href="#">active frontage – primary</a> character with some <a href="#">shops</a> located close to street frontages.	<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 this area. As such, this outcome is not applicable.
	<b>A08.3</b> Development provides an attractive and useable semi-public open space with a minimum area of 200m <sup>2</sup> .	<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 this area. As such, this outcome is not applicable.
<b>PO9</b> Development is consistent with the size of the neighbourhood centre which reflects the anticipated size of the future local population.	<b>A09</b> Development in the neighbourhood centre has a maximum <a href="#">gross floor area</a> of 600m <sup>2</sup> and a <a href="#">building height</a> of 1 storey.	<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 this area. As such, this outcome is not applicable.
<b>PO10</b> Development: <ol style="list-style-type: none"> <li>reflects the particular landscape and built form character of the Fig Tree Pocket area and is in keeping with the low density residential nature of the area;</li> </ol>	<b>A010.1</b> Development which includes buildings is <a href="#">setback</a> 6m to 12m from the street.	<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 this area. As such, this outcome is not applicable.
	<b>A010.2</b>	<input type="checkbox"/> <b>Complies</b>

b. ensures the location of parking and entrances maintains safety for pedestrians, motorists and cyclists.	Development has car parking that is visible from the street, but does not dominate the presentation of the centre.	<input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> The Site is not located within this area. As such, this outcome is not applicable.
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### 3. Prescribed Secondary Code

#### 3.1. Filling and Excavation Code

Performance outcomes	Acceptable outcomes	Response
<b>PO1</b> Development for filling or excavation minimises visual impacts from retaining walls and earthworks.	<b>A01</b> Development ensures that the total height of any cut and fill, whether or not retained, does not exceed: <ul style="list-style-type: none"> <li>a. 2.5m in a zone in the Industry zones category;</li> <li>b. 1m in all other zones, or if adjoining a sensitive zone.</li> </ul>	<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 filling or excavation.
<b>PO2</b> Development of a retaining wall proposed as a result of filling or excavation: <ul style="list-style-type: none"> <li>a. is designed and constructed to be fit for purpose;</li> <li>b. does not impact adversely on significant vegetation;</li> <li>c. is capable of easy maintenance.</li> </ul> Editor's note—A retaining wall also needs to comply with the Building Regulation and embankment gradients will need to comply with the Building Regulation. Note—Guidance on the protection of native vegetation is included in the <a href="#">Biodiversity areas planning scheme policy</a> .	<b>A02.1</b> Development of a retaining structure, including footings, surface drainage and subsoil drainage: <ul style="list-style-type: none"> <li>a. is wholly contained within the site;</li> <li>b. if the total height to be retained is greater than 1m, then:                             <ul style="list-style-type: none"> <li>i. the retaining wall at the property boundary is no greater than 1m above the ground level;</li> <li>ii. all further terracing from the 1m high boundary retaining wall is 1 vertical unit:1 horizontal unit;</li> <li>iii. the distance between each successive retaining wall (back of lower wall to face of higher wall) is no less than 1m horizontally to incorporate planting areas.</li> </ul> </li> </ul>	<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 a retaining wall.
	<b>A02.2</b>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>

	Development of a retaining wall over 1m in height protects significant vegetation on the site and on adjoining land and is designed and constructed in accordance with the structures standards in the <a href="#">Infrastructure design planning scheme policy</a> and certified by a Registered Professional Engineer Queensland.	<input checked="" type="checkbox"/> <b>Not Applicable</b> Development does not involve a retaining wall.
	<b>A02.3</b> Development provides a retaining wall finish that presents to adjoining land that is maintenance free if the setback is less than 750mm from the boundary.	<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 a retaining wall.
	<b>A02.4</b> Development for filling only uses clean fill that does not include any construction rubble, debris, weed seed or viable parts of plant species listed as an undesirable plant species in the <a href="#">Planting species 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> Development does not involve a retaining wall.
<b>PO3</b> Development ensures that a rock anchor is designed and constructed to be fit for purpose.	<b>A03</b> Development ensures that a rock anchor: <ol style="list-style-type: none"> <li>a. is constructed in accordance with the standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>b. where it extends beyond the property boundary, is supported by a letter of consent from the adjoining land and building owners.</li> </ol>	<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 a rock anchor.
<b>PO4</b> Development protects all services and public utilities.	<b>A04</b> Development protects services and public utilities and ensures that any alteration or relocation of services or public utilities meets the standard design specifications of the responsible service authorities.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Compliance to be conditioned.
<b>PO5</b> Development provides surface and sub-surface drainage to prevent water seepage, concentration of run-off or ponding of stormwater on adjacent land.	<b>A05</b> Development ensures all flows and subsoil drainage are directed to a lawful point of discharge of a surface water diversion drain, including to the top or toe of a retaining wall in accordance with the stormwater	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> All proposed lots will achieve a lawful point of discharge via connection to existing stormwater system in Needham Street.

	drainage section of the <a href="#">Infrastructure design planning scheme policy</a> .	See <b>Stormwater Management Plan</b> provided by Milanovic Neale Consulting Engineers.
<b>PO6</b> Development ensures that the design and construction of all open drainage works is undertaken in accordance with natural channel design principles, being the development of a stormwater conveyance system for major flows, by using a vegetated open channel or drain that approximates the features and functions of a natural waterway to enhance or improve riparian values of those stormwater conveyance systems.  <i>Editor's note—Guidance on natural channel design principles can be found in the Council's publication Natural channel design guidelines.</i>	<b>A06</b> Filling or excavation does not involve the construction of open drainage.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Drainage works will be undertaken in accordance with natural channel design principles.
<b>PO7</b> Development for filling or excavation: a. does not degrade water quality or adversely affect environmental values in receiving waters; b. ensures site sediment and erosion control standards are best practice.	<b>A07.1</b> Development for filling or excavation provides water quality treatment that complies with the stormwater drainage section of 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> No cut and fill exercises have been proposed.
	<b>A07.2</b> Development provides erosion and sediment control standards that are in accordance with the stormwater drainage section of 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> No cut and fill exercises have been proposed.
<b>PO8</b> Development for filling or excavation is conducted such that adverse impacts at a sensitive use due to noise and dust are prevented or minimised.  <i>Note—A noise and dust impact management plan prepared in accordance with the <a href="#">Management plans planning scheme policy</a> can assist in demonstrating achievement of this performance outcome.</i>	<b>A08.1</b> Development ensures that no dust emissions extend beyond the boundary of the site, including dust from construction vehicles entering and leaving the site.	<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 filling or excavation.
	<b>A08.2</b> Development for filling or excavation activity only occurs between the hours of 6:30am and 6:30pm Monday to Saturday, excluding public holidays.	<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 filling or excavation.
<b>PO9</b> Development ensures that vibration generated by the filling or excavation operation does not exceed the	<b>A09</b> Development involving filling or excavation does not cause a ground-borne vibration beyond the boundary of the site.	<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 filling or excavation.

<p>vibration criteria in <a href="#">Table 9.4.3.3.B</a>, <a href="#">Table 9.4.3.3.C</a>, <a href="#">Table 9.4.3.3.D</a> and <a href="#">Table 9.4.3.3.E</a>.</p> <p>Note—A noise management 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>PO10</b> Development ensures that heavy trucks hauling material to and from the site do not affect the amenity of established areas and limits environmental nuisance impact on adjacent land.</p>	<p><b>AO10</b> Development ensures that heavy trucks hauling material to and from the site:</p> <ol style="list-style-type: none"> <li>occur for a maximum of 3 weeks;</li> <li>use a major road to access the site;</li> <li>only use a minor road for the shortest-most-direct route that has the least amount of environmental nuisance if there is no major road alternative.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Development will not involve heavy trucks hauling materials to and from the site.</p>
<p><b>PO11</b> Development for filling or excavation protects the environment and community health and wellbeing from exposure to contaminated land and contaminated material.</p>	<p><b>AO11</b> Development does not involve:</p> <ol style="list-style-type: none"> <li>excavation on land previously occupied by a notifiable activity or on land listed on the Environmental Management Register or the Contaminated Land Register;</li> <li>filling with material containing a contaminant.</li> </ol>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Development does not involve filling or excavation.</p>
<p><b>PO12</b> Development provides for:</p> <ol style="list-style-type: none"> <li>landscaping for water conservation purposes;</li> <li>water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape;</li> <li>stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.</li> </ol>	<p><b>AO12.1</b> Development provides landscaping which is designed using the standards in the <a href="#">Landscape design guidelines for water conservation planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposed subdivision will not provide landscaping. Site does not require water conservation considerations.</p>
	<p><b>AO12.2</b> Development ensures that the design and requirements for irrigation are in compliance with the standards in the <a href="#">Landscape design guidelines for water conservation planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable Proposed subdivision will not provide landscaping. Site does not require water conservation considerations.</p>
	<p><b>AO12.3</b> Development provides areas of pavement, turf and mulched garden beds which are drained.</p>	<p><input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable</p>

	Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.	Proposed subdivision will not provide landscaping. Site does not require water conservation considerations.
<b>PO13</b> Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.	<b>A013</b> Development does not involve the creation of canals or artificial waterways.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Creation of canals or artificial waterways are not proposed.

### 3.2. Infrastructure Design Code

The Infrastructure Design Code has been addressed by Milanovic Neale Consulting Engineers. Please refer to **Appendix B** of the Planning Report.

### 3.3. Landscape Work Code

Performance outcomes	Acceptable outcomes	Response
<b>PO1</b> Development ensures that trees are protected from development impacts.	<b>A01.1</b> Development ensures that trees identified in a <a href="#">landscape concept plan</a> or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Proposal does not involve the removal of significant trees identified in a landscape concept plan or development approval.
	<b>A01.2</b> Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: <ol style="list-style-type: none"> <li>a. vegetation damaged as a result of the development;</li> <li>b. vegetation requiring pruning of branches and/or roots.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development will not require tree surgery or pruning.
<b>PO2</b>	<b>A02.1</b>	<input type="checkbox"/> <b>Complies</b>

<p>Development provides acoustic barriers and long fences along street frontages which:</p> <ul style="list-style-type: none"> <li>a. are enhanced by appropriate planting;</li> <li>b. are of high visual quality;</li> <li>c. are designed for longevity;</li> <li>d. provide maintenance access and promote pedestrian permeability in appropriate circumstances.</li> </ul>	<p>Development ensures that an acoustic barrier or fence which is required by a use code to be provided along a fence or within the site:</p> <ul style="list-style-type: none"> <li>a. is designed in compliance with the standards in the <a href="#">Infrastructure design planning scheme policy</a>;</li> <li>b. incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long;</li> <li>c. incorporates a gate for maintenance access to the street frontage side of the barrier or fence if a gate can open on to a publicly accessible area within the site;</li> <li>d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.</li> </ul>	<p><input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  The Proposal is for a subdivision.</p>
	<p><b>AO2.2</b>                  Development ensures that a planting buffer required by a use code for an acoustic barrier or fence incorporates:</p> <ul style="list-style-type: none"> <li>a. species in accordance with the <a href="#">Planting species planning scheme policy</a>;</li> <li>b. a minimum of 2 tier planting.</li> </ul>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  The Proposal is for a subdivision. Development does not require a planting buffer.</p>
<p><b>PO3</b>                  Development provides species as a screen or buffer which maintain the <a href="#">amenity</a> of <a href="#">adjoining premises</a>.</p>	<p><b>A03</b>                  Development ensures that a landscape buffer required by a use code incorporates:</p> <ul style="list-style-type: none"> <li>a. species in accordance with the <a href="#">Planting species planning scheme policy</a>;</li> <li>b. a minimum of 2 tier planting.</li> </ul>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  As above.</p>
<p><b>PO4</b>                  Development provides growing media and volumes appropriate for landscape work to ensure the long-</p>	<p><b>AO4.1</b>                  Development provides growing media and volumes for landscape work in accordance with the <a href="#">Landscape design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  As above.</p>

term performance, ease of maintenance and sustainability of plantings.	Note—Notations of proposed growing media and soil volume calculations for the documented mature vegetation size and scale may assist in demonstrating compliance with the acceptable outcome.	
	<b>A04.2</b> Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A04.3</b> Development provides podium planting in compliance with 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> As above.
<b>PO5</b> Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	<b>A05.1</b> Development incorporates a plant selection along a pathway which ensures: <ol style="list-style-type: none"> <li>a clear trunk height of minimum 1.8m at maturity;</li> <li>a shrub height of maximum 1m at maturity.</li> </ol> Refer to the <a href="#">Crime prevention through environmental 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 landscaping.
	<b>A05.2</b> Landscaping and mounding do not interfere with visibility along a pathway. Refer to the <a href="#">Crime prevention through environmental 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> As above.
<b>PO6</b> Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	<b>A06</b> Development ensures that the landscape design provides cues to distinguish between a public area, a semi-public area and a private area. Note—Cues could include changes in levels, surface or landscape treatment or fencing.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO7</b> Development provides a plant selection which achieves the functional and aesthetic outcomes to balance the form and scale of the development including: <ol style="list-style-type: none"> <li>screening and buffering;</li> </ol>	<b>A07</b> Development provides species in accordance with the <a href="#">Planting species 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> As above.

b. street presentation; c. shading; d. <a href="#">amenity</a> .		
<b>PO8</b> Development provides planting densities and stock sizes which are optimised to: <ol style="list-style-type: none"> <li>reduce maintenance and erosion;</li> <li>achieve <a href="#">amenity</a> and ecological outcomes;</li> <li>provide the level of coverage for any green facades, green walls or green roofs to achieve the functional and aesthetic outcomes of the landscape work for the life of the development.</li> </ol> Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	<b>A08.1</b> Development provides planting densities and stock sizes when planting in natural ground which achieves: <ol style="list-style-type: none"> <li>full coverage of the mulched planting areas within 2 years;</li> <li>95% coverage of the extent of the elevation within 2 years where for green facades.</li> </ol>	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A08.2</b> Development achieves the minimum planting coverage for any artificial growing environment as specified in the <a href="#">Landscape 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> As above.
<b>PO9</b> Development provides planting areas in open-air car parking areas which are designed and constructed to ensure that landscaping and shade trees thrive and achieve a minimum 50% shade cover within 5 years of planting.	<b>A09.1</b> Development provides species in a car park that are selected in accordance with the <a href="#">Planting species 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> As above.
	<b>A09.2</b> Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO10</b> Development for a shade structure does not compromise landscape outcomes.	<b>A010</b> Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO11</b> Development involving the construction of retaining walls provides for:	<b>A011</b> Development of a retaining wall:	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b>

<ul style="list-style-type: none"> <li>a. safety;</li> <li>b. an attractive appearance appropriate to the surrounding area;</li> <li>c. easy maintenance;</li> <li>d. longevity;</li> <li>e. minimal water seepage impacts.</li> </ul>	<ul style="list-style-type: none"> <li>a. is constructed in compliance with the structures standards in the <a href="#">Infrastructure design planning scheme policy</a> and is certified by a <a href="#">Registered Professional Engineer Queensland</a>;</li> <li>b. incorporates planting areas.</li> </ul>	<p><input checked="" type="checkbox"/> <b>Not Applicable</b> Development does not involve a retaining wall.</p>
<p><b>PO12</b> Development provides for:</p> <ul style="list-style-type: none"> <li>a. water sensitive urban design measures which are employed within the landscape design to maximise stormwater use;</li> <li>b. drainage and stormwater management measures to reduce any adverse impacts on the landscape;</li> <li>c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;</li> <li>d. reticulated irrigation to all artificial growing environments.</li> </ul> <p><i>Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</i></p>	<p><b>AO12.1</b> Development provides drainage for artificial growing environments which is connected to the stormwater drain.</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 landscaping.</p>
	<p><b>AO12.2</b> Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of the development before alternate irrigation sources are utilised, and is in accordance with the standards in the <a href="#">Landscape 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> Development does not require irrigation considerations.</p>
	<p><b>AO12.3</b> Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.</p> <p><i>Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</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 areas of pavement, turf or mulched gardens.</p>
	<p><b>AO12.4</b> Development provides a reticulated irrigation system to all landscaping areas in accordance with the <a href="#">Landscape 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> The Proposal is for a subdivision. A reticulated irrigation system will not be provided.</p>
<p><b>PO13</b> Development provides landscaping and supporting growing environments which:</p> <ul style="list-style-type: none"> <li>a. are safe;</li> <li>b. ensure efficient and effective maintenance;</li> </ul>	<p><b>AO13.1</b> Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.</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 landscaping.</p>
	<p><b>AO13.2</b></p>	<p><input type="checkbox"/> <b>Complies</b></p>

c. ensures success and long-term performance. Note—The <a href="#">Landscape design planning scheme policy</a> provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.	Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.	<input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.3</b> Development provides one hose cock within each private landscape and recreation area.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.4</b> Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.5</b> Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.6</b> Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.7</b> Development ensures that artificial growing environments are designed to allow for flush out.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
	<b>AO13.8</b> Irrigation systems are designed to prevent overspray outside of planting areas.	<input type="checkbox"/> Complies <input type="checkbox"/> Performance Solution <input checked="" type="checkbox"/> Not Applicable As above.
<b>PO14</b>	<b>AO14</b>	<input type="checkbox"/> Complies

<p>Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p>Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p><input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  As above.</p>
<p><b>PO15</b>                  Development ensures that landscaping in artificial growing environments is appropriately designed, located and supported to ensure long-term performance, safety and function.</p> <p><i>Note—Guidance is provided in the <a href="#">Landscape design planning scheme policy</a>.</i></p>	<p><b>AO15.1</b>                  Artificial growing environments are designed in accordance with the <a href="#">Landscape design planning scheme policy</a> and are considered in the structural design of the development.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  As above.</p>
	<p><b>AO15.2</b>                  Artificial growing environments include appropriate drainage and waterproofing in accordance with the <a href="#">Landscape design planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  As above.</p>
<p><b>PO16</b>                  Development incorporating a <a href="#">rooftop garden</a> provides landscaping that:</p> <ol style="list-style-type: none"> <li>is integrated into the <a href="#">rooftop garden</a> design;</li> <li>ensures that landscaped open spaces dominate the built form elements;</li> <li>contributes to shade of <a href="#">communal open space</a>;</li> <li>enhances the visual amenity and function of different <a href="#">rooftop garden</a> spaces;</li> <li>contributes to greening the building appearance 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><b>AO16.1</b>                  Development incorporating a <a href="#">rooftop garden</a> provides landscaping that includes:</p> <ol style="list-style-type: none"> <li>planting at the perimeter of the rooftop for a minimum extent of 50% of the rooftop perimeter facing at least two different elevations of the building;</li> <li>a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the <a href="#">Planting species planning scheme policy</a>;</li> <li>suitable medium shrubs and small trees in accordance with the <a href="#">Planting species planning scheme policy</a> providing a minimum 25% shade cover of rooftop <a href="#">communal open space</a> within 5 years.</li> </ol>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  Development will not provide rooftop garden.</p>
	<p><b>AO16.2</b>                  Development for a <a href="#">rooftop garden</a> where <a href="#">Section 1.7.7(3)</a> applies, or where exceeding maximum <a href="#">building height</a>, provides soft landscaping features that are:</p> <ol style="list-style-type: none"> <li>a minimum 75% open to the sky;</li> </ol>	<p><input type="checkbox"/> Complies  <input type="checkbox"/> Performance Solution  <input checked="" type="checkbox"/> Not Applicable                  Development will not provide rooftop garden.</p>

	b. provided in addition to any artificial soft landscape features.	
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### 3.4. Outdoor Lighting Code

Performance outcomes	Acceptable outcomes	Response
<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.	<b>AO1.1</b> Development ensures that technical parameters, design, installation, operation and maintenance of <a href="#">outdoor lighting</a> : <ol 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> </ol> <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>	<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 subdivision.  Development will not provide outdoor lighting.
	<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.	<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.

### 3.5. Park Planning and Design Code

The proposed development does not involve a park. As such, no further compliance/justification is warranted.

### 3.6. Stormwater Code

The Stormwater Code has been addressed by Milanovic Neale Consulting Engineers. Please refer to Appendix B of the Planning Report.

### 3.7 Transport, Access, Parking and Servicing Code

Performance Outcomes	Acceptable Outcomes	Responses
<p><b>PO1</b> Development is designed:</p> <ol style="list-style-type: none"> <li>to include a technically competent and accurate response to the transport and traffic elements of the development;</li> <li>in accordance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>to ensure the efficient operation and safety of the development and its surrounds.</li> </ol> <p>Note—The acceptable outcome and performance outcome can be demonstrated through a development application that:</p> <ul style="list-style-type: none"> <li>is accompanied by sufficient information, including computer modelling input and output data, to allow the proposed development to be properly assessed against the requirements of this code and the standards and guidelines of the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>is certified by a <a href="#">Registered Professional Engineer Queensland</a> that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>ensures that any computer modelling input and output data are accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	<p><b>AO1</b> Development complies 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></p> <p>The proposed access to both sites will be in general accordance with the TAPS Planning Scheme Policy. Compliance can be conditioned.</p>
<p><b>PO2</b> Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public areas and the transport network consistent with the planning by the Queensland Government and Council.</p>	<p><b>AO2</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> <p>Development is not a major size.</p>

<b>PO3</b> Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	<b>A03.1</b> Development provides site access that is located and designed in compliance with the standards in the <a href="#">Transport, access, parking and servicing 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> Refer to AO1 response.
	<b>A03.2</b> Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	<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 access easement.
<b>PO4</b> Development provides walking and cycle routes through the site which: <ol style="list-style-type: none"> <li>link to the external network and pedestrian and cyclist destinations such as schools, <a href="#">shopping centres</a>, open space, public transport stations, <a href="#">shops</a> and local activity centres along the safest, most direct and convenient routes;</li> <li>encourage walking and cycling;</li> <li>ensure pedestrian and cyclist safety;</li> <li>provide a direct and legible network.</li> </ol> Note—The <a href="#">Infrastructure design planning scheme policy</a> provides additional guidance on how to comply with this performance outcome.	<b>A04.1</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to: <ol style="list-style-type: none"> <li>create a walking or cycle route along the full frontage of the site;</li> <li>connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ol>	<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 walking and cycle routes. Due to the nature of the surrounding area, it is not reasonable to provide cycle routes.
	<b>A04.2</b> Development provides walking and cycle routes that are constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and 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> Refer to AO4.1 response.
	<b>A04.3</b> Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Refer to AO4.1 response.
<b>PO5</b> Development provides secure and convenient bicycle parking which: <ol style="list-style-type: none"> <li>for visitors is obvious and located close to the building’s main entrance;</li> <li>for employees is conveniently located to provide secure and convenient access between the bicycle</li> </ol>	<b>A05.1</b> Development provides on-site bicycle parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing 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> Development will not provide on-site bicycle parking spaces.
	<b>A05.2</b>	<input type="checkbox"/> <b>Complies</b>

<p>storage area, end-of-trip facilities and the main area of the building;</p> <p>c. is easily and safely accessible from outside the site;</p> <p>d. does not impact adversely on visual amenity;</p> <p>e. does not impede the movement of pedestrians or other vehicles;</p> <p>f. is designed to comply with a recognised standard for the construction of bicycle facilities.</p> <p><i>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> and AS 2890.3-1993 Bicycle parking facilities.</p>	<p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Development will not provide on-site bicycle parking spaces.</p>
	<p><b>A05.3</b></p> <p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Development will not provide on-site bicycle parking spaces.</p>
	<p><b>A05.4</b></p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Development will not provide on-site bicycle parking spaces.</p>
	<p><b>A05.5</b></p> <p>Development provides bicycle parking which is constructed in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Development will not provide on-site bicycle parking spaces.</p>
<p><b>PO6</b></p> <p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p><i>Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	<p><b>A06</b></p> <p>Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Development does not provide shower cubicles and lockers.</p>
<p><b>PO7</b></p> <p>Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.</p>	<p><b>A07</b></p> <p>Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p>	<p><input type="checkbox"/> Complies</p> <p><input type="checkbox"/> Performance Solution</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p>Refer to responses above.</p>

<p><b>PO8</b> Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.</p>	<p><b>A08</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> Needham Street and Jesmond Road currently provide sufficient pedestrian infrastructure. Development will not include additional pedestrian and cyclist infrastructure.</p>
<p><b>PO9</b> Development provides access driveways in the road area that are located, designed and controlled to:</p> <ol style="list-style-type: none"> <li>a. minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</li> <li>b. ensure the <u>amenity</u> of adjacent premises, from impacts such as noise and light.</li> </ol>	<p><b>A09.1</b> No acceptable outcome for access is prescribed, for a major development (as described 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> Refer to AO1.</p>
	<p><b>A09.2</b> Development which is not a major development (as described in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</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 AO1.</p>
	<p><b>A09.3</b> Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the <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> Sufficient sight distances to and from access driveways are provided.</p>
	<p><b>A09.4</b> Development provides access driveways in the road area which:</p> <ol style="list-style-type: none"> <li>a. are located, designed and controlled in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</li> <li>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</li> </ol>	<p><input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> Refer to AO1.</p>
	<p><b>A09.5</b> Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a <a href="#">major road</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 does not involve shared access arrangements.</p>

<p><b>PO10</b> Redevelopment provides for:</p> <p>a. the closure of all access driveways in the road area that no longer comply with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>b. the reinstatement of adjacent footpaths.</p>	<p><b>AO10</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 does not involve redevelopment.</p>
<p><b>PO11</b> Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.</p>	<p><b>AO11.1</b> Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the <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> Adequate site distances are featured.</p>
	<p><b>AO11.2</b> Development ensures that convex mirrors are only used in a site:</p> <p>a. as a secondary support at access driveways;</p> <p>b. in addition to acceptable sight splays that comply with the sight distances standards in the <a href="#">Transport, access, parking and servicing 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> Proposal does not involve convex mirrors.</p>
<p><b>PO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p><b>AO12</b> Development in the City core and City frame as identified in <a href="#">Figure a</a> provides maximum car-parking rates in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p> <p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the <a href="#">Transport, access, parking and servicing 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> Subject site is not located within the City core and City frame.</p>
<p><b>PO13</b> Development outside of the City core and City frame as identified in <a href="#">Figure a</a> provides on-site car parking spaces to accommodate the design peak parking</p>	<p><b>AO13</b> Development outside of the City core and City frame as identified in <a href="#">Figure a</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>demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p>a. provides on-site car parking spaces in compliance with the standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>; or</p> <p>b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</p> <p><i>Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>.</i></p>	
<p><b>PO14</b> Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>a. meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p><i>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the <a href="#">Transport, access, parking and servicing planning scheme policy</a> is to identify the appropriate number of car parking spaces to be provided.</i></p>	<p><b>AO14.1</b> Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</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 AO13 response.</p>
	<p><b>AO14.2</b> Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</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 mixed use.</p>
<p><b>PO15</b> Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>a. is clearly defined, safe and easily accessible;</p> <p>b. is designed to contain potential adverse impacts within the site;</p> <p>c. does not detract from the aesthetics or <a href="#">amenity</a> of an area;</p> <p>d. discourages on-street parking if parking has an adverse traffic management safety or <a href="#">amenity</a> impact;</p>	<p><b>AO15</b> Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the <a href="#">Transport, access, parking and servicing 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> Development does not require a prescribed car-parking layout.</p>

e. is consistent with safe and convenient pedestrian and cyclist movement.		
<p><b>PO16</b> Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16</b> Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <ul style="list-style-type: none"> <li>a. facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</li> <li>b. defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</li> <li>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</li> <li>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</li> <li>e. including way-finding cues;</li> <li>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</li> </ul> <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 checked="" type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input type="checkbox"/> <b>Not Applicable</b></p> <p>Proposal is for a reconfiguring of a lot. The existing casual surveillance is maintained.</p>
<p><b>PO17</b> Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b> Development incorporates graffiti and vandalism prevention techniques in its layout, building and structure design and landscaping, by:</p> <ul style="list-style-type: none"> <li>a. denying access to potential canvases through access control techniques;</li> <li>b. reducing potential canvases through canvas reduction techniques;</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>Proposal is for a reconfiguring of a lot. The existing casual surveillance is maintained.</p>

	<p>c. ensuring graffiti can be readily and quickly removed through easy maintenance selection techniques.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the <a href="#">Graffiti prevention planning scheme policy</a>.</p>	
<p><b>PO18</b> Development is serviced by an adequate number and size of service vehicles.</p>	<p><b>AO18</b> Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the <a href="#">Transport, access, parking and servicing 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> Development will not require service vehicles.</p>
<p><b>PO19</b> Development layout provides for services which:</p> <p>a. are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a <a href="#">minor road</a> where use of the footpath is not adversely affected;</p> <p>b. are clearly defined, safe and easily accessible;</p> <p>c. are designed to contain potential adverse impacts of servicing within the site;</p> <p>d. do not detract from the aesthetics or <a href="#">amenity</a> of the surrounding area.</p>	<p><b>AO19.1</b> Development ensures that a service bay provided on site:</p> <p>a. is provided and designed to comply with the design vehicle table and service area design standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a>;</p> <p>b. is located away from street frontages and screened from <a href="#">adjoining premises</a>.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development is for residential uses. A service bay is not required.</p>
	<p><b>AO19.2</b> Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the <a href="#">Transport, access, parking and servicing 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> Development does not require on-site servicing facilities and associated on-site vehicle manoeuvring areas.</p>
	<p><b>AO19.3</b> Development provides service areas for refuse collection in compliance with the standards in the <a href="#">Refuse planning scheme policy</a>, <a href="#">Transport, access, parking and servicing planning scheme policy</a> and 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> Development does not require service areas for refuse collection.</p>
<p><b>PO20</b> Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <p>a. <a href="#">amenity</a> and safety in residential areas;</p>	<p><b>AO20</b> Development ensures that service vehicles use the shortest and most direct route to the <a href="#">major road</a> network in compliance with the heavy vehicle</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 require service vehicle access.</p>

b. streets not constructed to a standard that accommodate increased heavy vehicle movements.	standards in the <a href="#">Transport, access, parking and servicing planning scheme policy</a> .	
<b>If for development which is required to be serviced by a b-double (Austroad class 10 vehicle), multi-combination vehicle, over-dimensional vehicle or any other vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</b>		
Development does not require service by a b-double or any over-dimensional vehicle.		

### 3.8 Wastewater Code

Performance outcomes	Acceptable outcomes	Response
<p><b>PO1</b> Development ensures that the intensity and scale of the change of use of premises does not:</p> <ul style="list-style-type: none"> <li>a. increase any adverse ecological impacts, particularly on any nearby sensitive receiving environments, as a result of the system or increasing the cumulative effect of systems in the locality;</li> <li>b. increase any health risks during a system failure;</li> <li>c. deteriorate the water quality of existing or proposed water supplies;</li> <li>d. limit the sustainable disposal of domestic effluent.</li> </ul>	<p><b>A01</b> Development ensures that the proposed disposal system complies with the requirements of:</p> <ul style="list-style-type: none"> <li>a. the <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</li> <li>b. <i>AS/NZS 1547:2012 On-site domestic wastewater management</i>;</li> <li>c. <i>Plumbing and Drainage Act 2018</i>;</li> <li>d. the Queensland plumbing and wastewater code.</li> </ul> <p><i>Note—This is to be verified by a competent person and verification submitted to the Council with the development and plumbing application.</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 does not involve any physical disruption to the subject sites.</p>
<p><b>PO2</b> Development ensures that the lot size, configuration of new lots and location of the system allows for the efficient disposal of domestic effluent in a manner that:</p> <ul style="list-style-type: none"> <li>a. minimises any adverse ecological impacts, particularly on any nearby sensitive receiving environments;</li> <li>b. limits any health risks during a system failure by ensuring that the water quality of existing or proposed water supplies remains unaffected along with the sustainable disposal of domestic effluent.</li> </ul>	<p><b>A02.1</b> Development is on a lot with a minimum size of 2,000m<sup>2</sup> or the minimum lot size specified for the relevant zone in the <a href="#">Subdivision code</a>, whichever is the greater.</p> <p><b>A02.2</b> Development ensures that the proposed on-site effluent disposal system is located on the lot in accordance with the:</p> <ul style="list-style-type: none"> <li>a. secondary standards in Table A6 of the Interim Code of Practice for On-site Sewage Disposal;</li> <li>b. <i>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</i>;</li> </ul>	<p> <input type="checkbox"/> <b>Complies</b>  <input type="checkbox"/> <b>Performance Solution</b>  <input checked="" type="checkbox"/> <b>Not Applicable</b> </p> <p>Subject sites are not affected by ecological impacts, or potential affects to health risks.</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>Refer to response A02.1.</p>

	c. AS/NZS 1547:2012 On-site domestic wastewater management, d. <i>Plumbing and Drainage Act 2018</i> ; e. Queensland plumbing and wastewater code.	
	<b>A02.3</b> Development ensures that the proposed on-site effluent disposal system is sub-surface and located on land: a. with a slope of less than 15%, or where the land is terraced to receive the full disposal area; b. no closer than 150m to the limit of the ponded waters of a water supply reservoir or a town water intake; c. above 1.7m AHD or above the Q20 flood levels, whichever is the higher and not within 9m horizontal distance of this level; d. no closer than 25m to a cut or embankment.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Refer to response AO2.1.
	<b>A02.4</b> Development ensures that the proposed sub-surface on-site effluent disposal system is not located: a. on soils with permeabilities less than 1.06m/day or greater than 3.5m/day; b. within 0.6m of a permanent watertable; c. within 1m of bedrock; d. on land composed mainly of sand, gravel, fractured rock or heavy clay.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Refer to response AO2.1.
	<b>A02.5</b> Development ensures that a reserve land application area of up to 100% of the design area is available on the lot.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Refer to response AO2.1.
	<b>A02.6</b> Development ensures that the irrigation area is not separated from the dwelling by features such as gullies, creeks, dams, roads or driveways.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Refer to response AO2.1.

## 4. Overlay Code

### 4.1 Airport Environs Overlay Code

In accordance with Table 5.10.2 – Airport environs overlay, the Reconfiguration of a Lot is not listed. As such, there is no change to the level of assessment and the application is not assessable against the Airport environs overlay code.

## 4.2 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 type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development proposes 3 freehold lots and does not obstruct existing cycle route on Jesmond Rd.</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>the <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>the provision of long term, existing and planned infrastructure for the bicycle network which:                             <ol style="list-style-type: none"> <li>is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>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 approved development clear of the area of <a href="#">long term infrastructure</a>, may be imposed.</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>for <a href="#">long term infrastructure</a> for the bicycle network in the <a href="#">Long term infrastructure plans</a>;</li> <li>the existing and planned infrastructure for the bicycle network in the <a href="#">Local government infrastructure plan</a>;</li> <li>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> As above.</p>

<p><b>PO3</b> Development provides for the payment of extra <b>trunk infrastructure</b> costs for the following:</p> <ol style="list-style-type: none"> <li>a. for development completely or partly outside the <b>priority infrastructure area</b> in the <b>Local government infrastructure plan</b>;</li> <li>b. for development completely inside the <b>priority infrastructure area</b> in the <b>Local government infrastructure plan</b> involving:             <ol style="list-style-type: none"> <li>i. <b>trunk infrastructure</b> that is to be provided earlier than planned in the <b>Local government infrastructure plan</b>;</li> <li>ii. <b>long term infrastructure</b> for the bicycle network which is made necessary by development that is not <b>assumed future urban development</b>;</li> <li>iii. other infrastructure for the bicycle network associated with development that is not <b>assumed future urban development</b> which is made necessary by the development.</li> </ol> </li> </ol> <p><i>Editor's note—The payment of extra <b>trunk infrastructure</b> costs for development completely inside the <b>priority infrastructure area</b> in the <b>Local government infrastructure plan</b> 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 <b>trunk infrastructure</b> costs) of the Planning Act 2016.</i></p>	<p><b>A03</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> As above.</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>PO4</b> Development contributes to the creation of publicly accessible riverfront by providing a shared, continuous riverside pathway.</p>	<p><b>A04</b> Development fronting the river provides a publicly accessible riverfront pathway via a linear land dedication of 10m width as measured from the riverfront ambulatory boundary.</p>	<p><input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Site does not front the river.</p>
<p><b>PO5</b></p>	<p><b>A05.1</b></p>	<p><input type="checkbox"/> <b>Complies</b></p>

Development provides a high-quality, vibrant and safe riverside path with a strong pedestrian and cyclist <a href="#">amenity</a> focus.	Development designs and constructs Riverwalk for the full river frontage of its site, including tree planting, furniture, lighting, balustrading and pavement treatments in compliance with the off-road pathways and public riverside facilities standards in the <a href="#">Infrastructure design planning scheme policy</a> .	<input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A05.2</b> Development ensures that new Riverwalk sections are designed and constructed to connect to existing adjoining sections of the Riverwalk.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A05.3</b> Development provides connections between the Riverwalk and adjoining riverfront premises, street networks, pathways, public infrastructure and other destinations in compliance with the public riverside facilities 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> Development does not change any connections to the Riverwalk, street networks or public infrastructure.
<b>PO6</b> Development ensures that Riverwalk contributes to the sense of place and cultural significance of the river with inclusion of public art to highlight: <ol style="list-style-type: none"> <li>activity nodes;</li> <li>entrances and gateways;</li> <li>landmarks and features of interest;</li> <li>visual connectors to the river.</li> </ol>	<b>A06</b> Development includes public art along the Riverwalk where specified in a neighbourhood plan, in compliance with the public art 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> Development is not along or adjoining the Riverwalk.
<b>PO7</b> Development protects existing native riparian vegetation and enhances the Brisbane River's landscape values.	<b>A07.1</b> Development retains and enhances existing riparian vegetation through the design and construction of Riverwalk.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A07.2</b> Riverwalk and adjoining development is planted with large subtropical riparian tree species that are complementary in scale and height to the adjacent built form.  Note—For suitable plant species, refer to the <a href="#">Planting species 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> As above.

<b>PO8</b> Development adjoining Riverwalk: a. contributes to the creation of a vibrant and active waterfront; b. provides direct access to Riverwalk; c. allows for visual interaction and surveillance of the public domain.	<b>A08.1</b> Development adjoining land in the Riverwalk – Typology 1 sub-category incorporates active frontages at the <a href="#">ground storey</a> for a minimum of 90% of the riverside frontage.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
	<b>A08.2</b> Development adjoining land in the Riverwalk – Typology 2 sub-category orientates living areas, balconies and private open space at the <a href="#">ground storey</a> to the Riverwalk frontage for passive surveillance.	<input type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> As above.
<b>PO9</b> Development ensures that the interface between the Riverwalk and the Brisbane River: a. supports a safe and publicly accessible waterfront; b. enhances the views of the river, both near and far.	<b>A09.1</b> Development ensures that the design and construction of any structure over water is in compliance with the 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> Proposal is for a 1 into 3 subdivision.
	<b>A09.2</b> Development ensures that any revetment wall: a. minimises impact on the riparian edge; b. is constructed in compliance with the standards in <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> No revetment wall proposed.

### 4.3 Bushfire Overlay Code

In accordance with Table 5.10.5 – Bushfire overlay, a Reconfiguration of a Lot triggers Code Assessment. However, it is noted that the site is not mapped as being subject to bushfire in accordance with the SPP mapping. As such, this overlay is not considered relevant as the local mapping is outdated and the SPP mapping is more accurate. Notwithstanding, the area mapped as a bushfire threat will be cleared in order to facilitate the required subdivision work (See Planning Report for Survey Plans).

#### 4.4 Community Purposes Network Overlay Code

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

#### 4.5 Critical Infrastructure and Movement Network overlay code

In accordance with Table 5.10.8 – Critical infrastructure and movement network overlay, the Reconfiguration of a Lot is not listed. As such, there is no change to the level of assessment, and the application is not assessable against the Critical infrastructure and movement network overlay code

## 4.6 Flood Overlay Code

The Flood Overlay Code has been addressed by Storm Water Consulting Engineers. Please refer to Appendix C of the Planning Report.

## 4.7 Road Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
<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>		
The proposed development does not involve a material change of use. As such, this criteria is not applicable.		
<b>Section B—If for assessable development for a material change of use</b>		
The proposed development does not involve a material change of use. As such, this criteria is not applicable.		
<b>Section C—If for assessable development for a material change of use or reconfiguring of a lot</b>		
<b>PO3</b> Development makes provision for the extension, expansion and widening of the existing and future road network where required.	<b>A03</b> 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> There are no future road widenings that apply to The Site.
<b>PO3A</b> Development provides for the payment of extra <a href="#">trunk infrastructure</a> costs for the following: <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 road network which is made necessary by development that is not <a href="#">assumed future urban development</a>;</li> </ol> </li> </ol>	<b>A03A</b> 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> The proposal will not involve extra trunk infrastructure.

<p>iii. other infrastructure for the road network associated with development that is not <u>assumed</u> <u>future</u> <u>urban development</u> which is made necessary by the development.</p> <p>Editor's note—The payment of extra <u>trunk infrastructure</u> costs for development completely inside the <u>priority infrastructure area</u> in the <u>Local government infrastructure plan</u> is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra <u>trunk infrastructure</u> costs) of the Planning Act 2016.</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>The Site of the proposed development is in the Neighbourhood road sub-category. As such, this criteria is not applicable.</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 <u>major road</u> network;</p> <p>b. a minimum number of intersections to the <u>major road</u> 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"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input checked="" type="checkbox"/> <b>Not Applicable</b> Development does not involve an extension or change to the road hierarchy.</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, <u>parks</u>, schools, <u>shops</u>, 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><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 <u>Infrastructure design planning scheme policy</u>.</p> <p><b>A06.2</b> Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a <u>Registered Professional Engineer Queensland</u> in accordance with the <u>Transport, access, parking and</u></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 an extension or change to the road hierarchy.</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 an extension or change to the road hierarchy.</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>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><a href="#">servicing planning scheme policy</a> and the <a href="#">Infrastructure design planning scheme policy</a> (Traffic impact assessment and definitions section).</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> Development does not involve an extension or change to the road hierarchy.</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> Development does not involve an extension or change to the road hierarchy.</p>

## 4.8 Streetscape Hierarchy Overlay Code

Performance outcomes	Acceptable outcomes	Response
<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 along Needham Street is a minimum of approximately 6.65m (compliant).  The existing verge width along Jesmond Road is approximately 4.5m (compliant).
<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> Proposal does not involve removal of street trees.
	<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> Refer to Engineering Report prepared by Milano for more detail.
<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: <ol style="list-style-type: none"> <li>facilitates a high level of pedestrian movement and activity;</li> <li>enforces the sense of arrival to individual precincts and major connections;</li> <li>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>.</li> </ol>	<b>AO3.1</b> Development ensures that a <a href="#">corner land dedication</a> is provided: <ol style="list-style-type: none"> <li>where identified in the Streetscape hierarchy overlay map;</li> <li>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>.</li> </ol>	<input checked="" type="checkbox"/> <b>Complies</b> <input type="checkbox"/> <b>Performance Solution</b> <input type="checkbox"/> <b>Not Applicable</b> The proposed development features 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>Proposal does not include landscaping.</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>                  Proposal does not pertain public art.</p>
<p><b>If in or on a site adjoining the Wildlife movement solution sub-category</b></p>		
<p>The Site does not adjoin the Wildlife movement solution sub-category. As such, this criteria is not applicable.</p>		

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