

## Code Compliance Statement

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**6.2.6.2 Emerging Community Zone Code**

1. The purpose of the emerging community zone is to:
  - a. identify land that is intended for an urban purpose in the future; and
  - b. protect land that is identified for an urban purpose in the future from incompatible uses; and
  - c. provide for the timely conversion of non-urban land to land for urban purposes.
2. The purpose of the zone will be achieved through the following overall outcomes:

<b>6.2.6.2.2 Overall Outcomes</b>		<b>Comments</b>
a.	Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular: <ol 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, Element 5.5 – Brisbane's Suburban Living Areas, Element 5.6 – Brisbane’s Greenspace System and Element 5.7 – Brisbane’s Future Suburban Living Areas.</li> </ol>	<p><b>Complies</b></p> <p>The proposed development, located in the Emerging Community Zone, complies with the direction of the policy set out in the Strategic Framework. Fourteen lots will provide for future residential development, particularly detached dwellings, which is consistent with the Emerging Community Zone.</p>
b.	Development is carried out in an orderly sequence, within the context of the site and the city, and is informed by a coordinated and integrated structure planning process that demonstrates the development is: <ol style="list-style-type: none"> <li>i. appropriate for the site’s location within the city and its local context;</li> <li>ii. accessible to necessary supporting infrastructure, services and facilities;</li> <li>iii. responsive to development constraints, character and environmental values and site characteristics.</li> </ol>	<p><b>Complies</b></p> <p>The proposed development complies with the appropriate site location and local context.</p>
c.	Development including dwelling house, dual occupancy, rooming accommodation, multiple dwelling, a residential care facility and a retirement facility contributes to contained, sustainable and functional communities that provide housing: <ol style="list-style-type: none"> <li>i. for suburban living generally as anticipated in the Low-density residential zone; or</li> <li>ii. at a house scale to provide housing diversity offering choice to different household types and individuals to suit residents through different life-cycle stages; or</li> </ol>	<p><b>Complies</b></p> <p>The proposed subdivision will allow for residential housing that integrates appropriately with existing and proposed development within the area. Future housing types will consist of one and two-storey detached dwelling houses.</p>

	<p>iii. at a larger scale and greater dwelling density appropriate for the site's location and commensurate with ease of access to services, facilities and high frequency public transport.</p> <p>Note—In interpreting 6.2.6.2(2)(c)(iii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>	
<p>d.</p>	<p>Development for a dwelling house, dual occupancy or multiple dwelling or where a reconfiguration to accommodate these uses, provides for dwellings at a density, mix and scale over the net developable area:</p> <ul style="list-style-type: none"> <li>i. at proximately 18 dwellings per hectare, predominantly comprised of dwelling houses up to 2 storeys in height; or</li> <li>ii. at proximately 24 dwellings per hectare, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 3 storeys in height, if any part of the lot frontage is within 400m walking distance from a dedicated public pedestrian access point of a public transport stop or station with a service frequency of 4 or more services per hour in peak periods of 7am to 9am and 4pm to 6pm, and:             <ul style="list-style-type: none"> <li>A. the edge of a centre zone other than the Neighbourhood centre zone; or</li> <li>B. the edge of a zone that provides for the Special Centres identified in Section 3.7.5.1 L1.1 in Theme 5 of the Strategic Framework.</li> </ul> </li> <li>iii. if identified in a neighbourhood plan, at proximately;             <ul style="list-style-type: none"> <li>A. 5 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height and designed and sited to respond to the site constraints and ensure minimal disturbance to valued attributes, if identified as a Very-low density residential potential development area;</li> <li>B. 12 dwellings per hectare or as indicated, predominantly comprised of dwelling houses up to 2 storeys in height, if identified as a Low density residential - dwelling houses potential development area;</li> <li>C. 16 dwellings per hectare or as indicated, comprised of a mix of dwelling houses, dual occupancies and multiple dwellings up to 2 storeys in height, if</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p>The proposed development seeks to provide residential lots with a density that is generally consistent with the requirements of the relevant sub-precinct of the Rochedale Urban Community Neighbourhood Plan as detailed in the response to assessment criteria to the Neighbourhood Plan Code.</p> <p>The proposed development seeks to deliver residential lots at a density that is consistent with the intent of the Emerging Community Zone at a proximate rate of 20 dwellings per hectare (14 residential lots across 6,990m<sup>2</sup> of developable area, please note the area dedicated park has been excluded from this calculation).</p>

	<p>identified as a Low density residential - dwelling houses and multiple dwellings potential development area;</p> <p>D. 25 dwellings per hectare or as indicated, predominantly comprised of dual occupancies or multiple dwellings up to 3 storeys in height, if identified as a Low density residential - multiple dwellings potential development area.</p> <p>Note—A range of factors influence development potential and yield. As such, suitability for urban purposes cannot be assumed for all land in the Emerging community zone and yield may be impacted depending on development constraints impacting a site. The <a href="#">Structure planning planning scheme policy</a> provides guidance on the identification of development constraints and the determination of the <a href="#">net developable area</a> of a site.</p> <p>Note—The density of dwellings per hectare is expressed as a net residential density and is applicable to development involving either dwellings or lots. The <a href="#">Structure planning planning scheme policy</a> provides guidance on the calculation of net residential density and equivalent site density.</p> <p>Note—If a neighbourhood plan does not specify or provide sufficient information on the density, mix and scale of dwellings intended for a potential development area, 6.2.6.2(d)(i) and (ii) apply. However, 6.2.6.2(d)(iii) applies where a potential development area is refined through the identification of sub-types.</p>	
<p>e.</p>	<p>Development for a relocatable home park or tourist park may be established or expanded in the Emerging community zone.</p>	<p><b>Not Applicable</b> The proposed development is not for a relocatable home or tourist park.</p>
<p>f.</p>	<p>Development for a non-residential use contributes to contained and vital communities and:</p> <ul style="list-style-type: none"> <li>i. is of a bulk and scale compatible with the built form of future development intended in the immediate locality;</li> <li>ii. mitigates interface impacts on existing development;</li> <li>iii. where not indicated in a neighbourhood plan, accommodates only those uses that address local need where within an existing or future residential area, including: <ul style="list-style-type: none"> <li>A. community services and recreational facilities (childcare centre, club, community care centre, community use, educational establishment, emergency services, indoor sport and recreation, outdoor sport and recreation, park, place of worship, substation and utility installation);</li> <li>B. centres serving the immediate neighbourhood (including shopping centre, shop, office, food and drink outlet, health care service, hotel, bar, small-scale service industry of less than 100m<sup>2</sup> gross floor area, service station and veterinary service);</li> <li>C. small-scale non-residential uses.</li> </ul> </li> </ul>	<p><b>Not Applicable</b> The proposed development is intended for residential use.</p>

g.	<p>Development:</p> <ul style="list-style-type: none"> <li>i. does not adversely affect the character or environmental values of the site identified in a neighbourhood plan, an overlay or through the structure planning process; or</li> <li>ii. if unable to avoid impacting character or environmental values, mitigates impacts and ensures a compatible density, scale and form consistent with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site.</li> </ul>	
h.	Development is well planned and integrated with surrounding land uses and infrastructure.	<p><b>Complies</b></p> <p>Demonstrated on the attached Plan of Reconfiguration, the proposed development is designed such that it integrates with surrounding land parcels via road connections and a sympathetic lot layout. Eventually, the lots will be developed with single detached houses.</p>
i.	Development provides a connected and permeable transport network of roads and walking and cycling routes, which is consistent with the surrounding hierarchy.	<p><b>Complies</b></p> <p>The proposed development ensures integration is achieved through the connection of road networks form developments on the adjoining allotments.</p>
j.	Development does not impinge on an existing or intended use of an adjacent area.	<p><b>Complies</b></p> <p>The proposed development does not impinge on an existing or intended use of an adjacent area.</p>
k.	Development provides appropriate mitigation measures including adequate buffer areas between incompatible land uses.	<p><b>Complies</b></p> <p>It is considered that there are no incompatible land uses directly adjacent to the site.</p>
l.	Development for an interim use such as a dwelling house on an existing lot, animal husbandry, animal keeping, aquaculture, cropping or roadside stall does not prejudice future urban development.	<p><b>Not Applicable</b></p> <p>The proposed development is not for an interim use.</p>
m.	Development provides the infrastructure required to support the development.	<p><b>Complies</b></p> <p>Adequate infrastructure will be proposed as part of this development in accordance with the relevant codes and policies.</p>

7.2.18.4.3 Performance outcomes and acceptable outcomes

Table 7.2.18.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<b>General</b>		
<p><b>PO1</b>                      Development is of a height, scale and form that achieves the intended outcome for the precinct, improves the amenity of the neighbourhood plan area, contributes to a cohesive streetscape and built form character and is:</p> <ul style="list-style-type: none"> <li>a. consistent with the anticipated density and assumed infrastructure demand;</li> <li>b. aligned to community expectations about the number of storeys to be built;</li> <li>c. proportionate to and commensurate with the utility of the site area and frontage width;</li> <li>d. designed to avoid a significant and undue adverse amenity impact to adjoining development;</li> <li>e. sited to enable existing and future buildings to be well separated from each other and to avoid affecting the potential development of an adjoining site.</li> </ul> <p>Note—Development that exceeds the intended number of storeys or building height can place disproportionate pressure on the transport network, public space or community facilities in particular.                      Note—Development that is over-scaled for its site can result in an undesirable dominance of vehicle access, parking and manoeuvring areas that significantly reduce streetscape character and amenity.</p>	<p><b>AO1</b>                      Development complies with the number of storeys and building height in Table 7.2.18.4.3.B.                      Note—Neighbourhood plans will mostly specify the maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify the height in metres. Development must comply with both parameters where maximum number of storeys and height in metres are specified.</p>	<p><b>AO1 Not Applicable</b></p> <p>This Development Application is for a reconfiguration of lot and does not suggest any building work that would determine the number of storeys and building height intended for the site.</p>
<p><b>PO2</b>                      Development protects significant existing vegetation.</p>	<p><b>AO2</b>                      No acceptable outcome is prescribed.</p>	<p><b>Complies with PO2</b></p> <p>The subject site does not contain significant existing vegetation.</p>

<p><b>PO3</b>                  Development avoids interim conflicts with nearby agricultural uses.</p>	<p><b>A03</b>                  Development does not occur within 500m of poultry sheds until the operation ceases.</p>	<p><b>Complies with A03</b>                  Development is not located within 500m of poultry sheds.</p>
<p><b>PO4</b>                  Development protects koala habitat within the neighbourhood plan area.</p>	<p><b>A04.1</b>                  Development including the development footprint and roads does not adversely impact on koalas or their habitat.                  Note—A tree survey plan can assist in demonstrating compliance. Guidance on koala habitat, completing a tree survey and designing development to protect koalas, is included in the Biodiversity areas planning scheme policy.</p> <p><b>A04.2</b>                  Development including the development footprint, design and layout:</p> <ul style="list-style-type: none"> <li>a. protects non-juvenile koala habitat trees;</li> <li>b. maximises the size and consolidates areas to be conserved as koala habitat on-site and in combination with adjoining sites;</li> <li>c. maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites;</li> <li>d. excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees.</li> </ul> <p><b>A04.3</b>                  Development incorporates koala habitat trees in landscaping and open space areas.                  Note—Guidance on koala habitat trees in Brisbane is provided in the Biodiversity areas planning scheme policy.</p>	<p><b>Complies with A04.1</b>                  The site does not contain any habitat trees, and the development will not adversely impact on koalas or their habitat.</p> <p><b>Complies with A04.2</b>                  The development will not affect koala habitat as the site does not contain koala habitat trees.</p> <p><b>Complies with A04.3</b>                  The development will not affect koala habitat as the site does not contain koala habitat trees.</p>
<p><b>PO5</b>                  Development design and layout facilitates the safe movement of koalas through the landscape.</p>	<p><b>A05</b>                  Development, if including fencing or other barriers (including during construction phase), is designed:</p> <ul style="list-style-type: none"> <li>a. to allow safe koala movement where there is direct threat of injury or death to koalas from incompatible land use activities;</li> </ul>	<p><b>A05 Not Applicable</b>                  The Development Application does not propose any fencing or barriers which would impede the safe movement of koalas.</p>

	<p>b. to exclude koalas from areas containing domestic or security dogs.                  Note—Refer to the Queensland Government Koala Safety Fencing and Measures Guideline for further guidance.</p>	
<p><b>PO6</b>                  Development protects, restores and secures habitat areas and ecological corridors as shown in Figure a.</p>	<p><b>AO6.1</b>                  Development, if including fencing:                  a. enables the unobstructed movement of fauna to outside the corridor;                  b. enables the unobstructed movement of fauna within the corridor.</p> <p><b>AO6.2</b>                  Development, if the site includes land within the Habitat areas and ecological corridors (public) shown in Figure a:                  a. the habitat area and ecological corridor is rehabilitated and stabilised in accordance with an approved rehabilitation plan;                  b. at the completion of rehabilitation, the land is transferred to Council for public ownership and included in the Conservation zone.                  Note—Council will require the submission of a rehabilitation plan to demonstrate achievement of this outcome. Rehabilitation is to be:  <ul style="list-style-type: none"> <li>• completed within 1 year of the operational works approval being granted;</li> <li>• maintained for a minimum of 3 years, removing rubbish and weeds, replacing damaged and dead vegetation and managing erosion.</li> </ul> </p> <p><b>AO6.3</b>                  Development, if the site includes land within the habitat areas and ecological corridors (private) shown in Figure a:                  a. the habitat area and ecological corridor is rehabilitated and stabilised in accordance with an approved rehabilitation plan;                  b. land is secured with covenants or other long-term management agreements as a condition of development approval to ensure the protection of vegetation within the corridor.</p>	<p><b>Complies with AO6.1, AO6.2 &amp; AO6.3</b></p> <p>This Development Application is not subject to any ecological corridors illustrated in Figure a.</p> <p>The proposed development is for reconfiguration for a lot only and will not involve building work that would impede koala movement.</p> <p>The proposed development will not adversely affect any fauna and habitat area.</p>

	<p>Note—Council will require the submission of a rehabilitation plan to demonstrate achievement of this outcome. Rehabilitation is to be:</p> <ul style="list-style-type: none"> <li>• completed within 1 year of the operational works approval being granted;</li> <li>• maintained for a minimum period of 3 years, removing rubbish and weeds, replacing damaged and dead vegetation and managing erosion.</li> </ul>	
<b>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005)</b>		
<p><b>PO7</b>                  Development of new lots demonstrates that they are suitable to accommodate a range of housing.</p>	<p><b>A07.1</b>                  Development where house lots are smaller than 400m<sup>2</sup> demonstrates that:</p> <ol style="list-style-type: none"> <li>a 9m x 15m building envelope can be contained within the lot;</li> <li>not more than 10 lots smaller than 400m<sup>2</sup> adjoin each other where fronting the same street;</li> <li>no lot is less than 300m<sup>2</sup>.</li> </ol> <p><b>A07.2</b>                  Development in the Low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005b) and the Low—medium density residential sub-precincts (Rochedale urban community neighbourhood plan/NPP-005c) achieves a mix of residential lot sizes to encourage different forms of housing choice.</p>	<p><b>Complies with A07.1</b>                  Each lot is a regular rectangle shape and every lot which is smaller than 400m<sup>2</sup> contains 9m x 15m dimensions for future dwelling construction.                  There is not an instance where more than 10 lots smaller than 400m<sup>2</sup> adjoin each other were fronting the same street.                  Each proposed lot is greater than 300m<sup>2</sup>.</p> <p><b>Complies with A07.2</b>                  The proposal provides a range of lot frontage widths and sizes to allow for a range of future housing sizes in compliance with PO7.</p>

<p><b>PO8</b>                  Development provides infrastructure to encourage the rollout of high-speed broadband networks.</p>	<p><b>AO8</b>                  Development provides all lots with high-speed telecommunications infrastructure in accordance with the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO8</b>                  The proposed development will be connected to high-speed telecommunications in accordance with the infrastructure design planning scheme.</p>
<p><b>PO9</b>                  Development for a sensitive use or in a sensitive zone or zone precinct is protected from noise from major roads in a manner that does not compromise streetscape amenity and vitality.</p>	<p><b>AO9</b>                  Development of residential uses along suburban routes incorporates suitable facade treatment to mitigate adverse noise impacts.                  Note—Council will not support acoustic fencing along suburban routes.</p>	<p><b>AO9 Not Applicable</b>                  The Development Application is for reconfiguring a lot only and does not involve building work that would include any façade treatment.</p>
<p><b>PO10</b>                  Development provides public parkland on a site or a number of sites that:</p> <ul style="list-style-type: none"> <li>a. is of a sufficient cumulative area to adequately cater for the recreation needs of the development and the Rochedale community;</li> <li>b. is of a sufficient area and dimensions to cater for a broad range of passive and active recreation activities;</li> <li>c. is distributed to be within a comfortable walking distance of the majority of dwellings;</li> <li>d. is located to protect and optimise valuable landscape features, including the features identified in Table 7.2.18.4.3.C and view corridors;</li> <li>e. has a minimum road frontage of approximately 50%.</li> </ul>	<p><b>AO10.1</b>                  Development that includes a district sports park:</p> <ul style="list-style-type: none"> <li>a. is provided in accordance with the Local government infrastructure plan;</li> <li>b. incorporates sporting facilities such as playing fields as well as ancillary buildings, including club houses, changing facilities and meeting rooms;</li> <li>c. protects the valuable features identified in Table 7.2.18.4.3.C.</li> </ul> <p><b>AO10.2</b>                  Development that includes a district recreation park:</p> <ul style="list-style-type: none"> <li>a. is provided in accordance with the Local government infrastructure plan;</li> <li>b. provides opportunities for recreation activities;</li> <li>c. protects the valuable features identified in Table 7.2.18.4.3.C.</li> </ul> <p><b>AO10.3</b>                  Development that includes a local recreation park:</p> <ul style="list-style-type: none"> <li>a. is provided in accordance with the Local government infrastructure plan;</li> </ul>	<p><b>AO10.1 Not Applicable</b>                  The site is not located where a future district sports park is expected to be developed.</p> <p><b>AO10.2 Complies</b>                  The site provides new park (proposed Lot 902) in accordance with the LGIP, and relevant standards.                  The development provides opportunities for recreation activities, refer to the attached <b>Park Schematic Design</b> for further detail.                  The proposed development does not interfere with the valuable features identified in Table 7.2.18.4.3. C.</p>

	<ul style="list-style-type: none"> <li>b. provides opportunities for recreation activities;</li> <li>c. protects the valuable features identified in Table 7.2.18.4.3.C.</li> </ul>	<p>Please refer to Sections 2.3.2 and 4.1 of the Planning Report, and the response to the Park Planning and Design Code.</p> <p><b>AO10.3 Not Applicable</b></p>
<p><b>PO11</b>                  Development provides stormwater management infrastructure that is:</p> <ul style="list-style-type: none"> <li>a. integrated with other urban infrastructure or located on privately owned open space; or</li> <li>b. located in a suitable public park or fringe waterway corridor and does not reduce the utility, amenity or function of public parkland.</li> </ul>	<p><b>AO11</b>                  Development includes stormwater management infrastructure that is:</p> <ul style="list-style-type: none"> <li>a. provided in privately owned land; or</li> <li>b. located in fringe waterway corridor; or</li> <li>c. located in public parkland only where:                         <ul style="list-style-type: none"> <li>i. the park comprises an area of at least 1 hectare;</li> <li>ii. it does not result in the removal or interference with the valuable features identified in Table 7.2.18.4.3.C;</li> <li>iii. it does not occupy more than 5% of the total land surface;</li> <li>iv. it does not reduce the range of quality of recreational opportunities available in the park;</li> <li>v. it incorporates landscaping consistent with the character of the public park.</li> </ul> </li> </ul>	<p><b>Complies with AO11</b></p> <p>The proposed development will include stormwater management infrastructure that will not affect local parklands or fringe waterways and will be provided privately to each lot within the subdivision.</p> <p>Refer to the <b>Engineering Services Report</b> for further information.</p>
<p><b>PO12</b>                  Development of the public road network:</p> <ul style="list-style-type: none"> <li>a. is of sufficient capacity to cater for anticipated travel demand;</li> <li>b. is highly interconnected;</li> <li>c. maintains the integrity of the traditional main road grid formed by Rochedale Road, Gardner Road, Miles Platting Road, Underwood Road and Priestdale Road;</li> </ul>	<p><b>AO12.1</b>                  Development ensures that roads border at least 75% of the perimeter of local recreation parks.</p> <p><b>AO12.2</b>                  Development along suburban routes ensures that:</p> <ul style="list-style-type: none"> <li>a. direct lot access is not provided;</li> <li>b. rear access lanes are provided behind allotments.</li> </ul> <p><b>AO12.3</b></p>	<p><b>AO12.1 to AO12.4 Not applicable</b></p> <p>The new local road complies with PO12</p>

<ul style="list-style-type: none"> <li>d. respects local landscape features such as topography and waterways;</li> <li>e. is of a sufficient width to incorporate water sensitive urban design, pedestrian and cyclist paths, on-road car parking and street tree planting;</li> <li>f. caters for and integrates pedestrian and cyclist facilities;</li> <li>g. is designed and constructed so as not to adversely affect permeability of efficient transport services including both active and passenger transport considerations;</li> <li>h. promotes the efficient provision of bus and other public transport infrastructure;</li> <li>i. directs through traffic away from ecologically sensitive areas to the east of Rochedale;</li> <li>j. facilitates active streetscapes and casual surveillance of public parks.</li> </ul>	<p>Development allows for road construction within the fringe waterway corridor only where the waterway corridor adjoins a potential development area.</p> <p><b>AO12.4</b>                  Development of roads does not occupy more than 80% of the fringe waterway corridor.</p>	
<p><b>PO13</b>                  Development protects and enhances the function, water conveyance and water quality of the fringe waterway corridors.</p>	<p><b>AO13.1</b>                  Development provides fringe corridors 10m wide as shown in Figure b (the fringe corridor is located on one or both sides of the waterway corridor as indicated on the Waterway corridors overlay).</p> <p><b>AO13.2</b>                  Development on a site containing a private waterway corridor, as shown in Figure b, retains the waterway corridor in private ownership and uses easements and covenants to accommodate stormwater flows.</p>	<p><b>AO13.1 &amp; AO13.2 Not Applicable</b></p> <p>Development will not be located near a waterway corridor.</p>
<p><b>PO14</b>                  Development must integrate water supply, waterway corridor, wastewater and stormwater management to ensure protection of the water cycle by:</p> <ul style="list-style-type: none"> <li>a. minimising water demand;</li> </ul>	<p><b>AO14.1</b>                  Development demonstrates effective management of the water cycle by submitting for approval, at the development application stage, a site-based integrated water management plan that includes provisions for the following water sensitive urban design measures:</p>	<p><b>Complies with AO14.1 – AO14.4</b></p> <p>The proposed development will include an effective system to manage the water cycle.</p>

<p>b. minimising discharge and infiltration to public sewerage infrastructure;</p> <p>c. slowing the movement of water through the landscape;</p> <p>d. maximising surface water infiltration;</p> <p>e. minimising wastewater production;</p> <p>f. minimising impacts on the water cycle;</p> <p>g. minimising flooding impacts including no adverse impact on the flood immunity of the Gateway and Pacific motorways;</p> <p>h. protecting waterway health by improving stormwater quality and reducing site run-off;</p> <p>i. incorporating water re-use infrastructure to maximise recycling opportunities;</p> <p>j. minimising the extent of continuous impervious surfaces;</p> <p>k. using alternative water sources via the construction of a reticulated non drinking water network.</p> <p>Note—Refer to Figure i, Figure j and Figure k which are examples of how water sensitive design principles can be incorporated into road reserves, commercial and residential developments and waterways.</p> <p>Note—The designated rainwater tank area is the area shown within the neighbourhood plan boundary in Figure a.</p>	<p>a. NuSewer welded PE sewers;</p> <p>b. reticulated non-drinking water system with a connection to the western corridor recycled water pipeline is supplied to each lot;</p> <p>c. biofiltration pods;</p> <p>d. bioretention systems;</p> <p>e. on-site infiltration/porous pavements;</p> <p>f. conveyance and non-conveyance bioretention systems;</p> <p>g. filter/buffer strips;</p> <p>h. water-efficient landscaping.</p> <p>Note—The integrated water management plan is to include details of the proposed measures, when they are to be in place, how they are to be implemented (such as conditions on development, covenants) and who will implement and maintain them.</p> <p><b>AO14.2</b>                  Development occurring in a potential development area provides and connects to a reticulated non-drinking water network supplied by purified recycled water from the western corridor recycled water pipeline that is then connected to:</p> <p>a. fire hydrants and fire service;</p> <p>b. outdoor hose connections via below-ground quick-coupling valves for use on:</p> <p>i. landscaped areas;</p> <p>ii. public and private parks, gardens, landscaped areas and recreation areas;</p> <p>iii. wash-down areas;</p> <p>iv. other uses where appropriate in preference to potable water.</p> <p><b>AO14.3</b>                  Development provides a site-based stormwater management plan demonstrating compliance with the Stormwater code and the provisions in the Infrastructure design planning scheme policy.</p> <p><b>AO14.4</b></p>	<p>Refer to attached <b>Engineering Services Report</b>.</p>
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	Development demonstrates compliance with regards to stormwater impacts and measures on the Gateway Motorway and Pacific Motorway in accordance with the Infrastructure design planning scheme policy and the Main Roads Road Drainage Manual.	
<b>PO15</b> Development incorporates consistent, formalised street planting along roads by: a. defining and enclosing public space; b. enhancing landscape amenity; c. promoting a sense of place for Rochedale; d. providing shade for pedestrian and parked vehicles.	<b>AO15</b> Development incorporates consistent, regularly spaced street tree plantings of species, along all roads and are selected from the Planting species planning scheme policy list. Note—For an application for reconfiguring a lot, the Council will require the submission of a street tree planting plan and schedule that demonstrates compliance.	<b>Complies with AO15</b> Street trees will be provided as part of future residential development of the site. It is anticipated that this will be conditioned as part of any Development Approval.
<b>If reconfiguring a lot in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Very low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005a)</b>		
<b>PO16 Not Applicable – The site is not located within the Very Low-Density Residential sub-precinct.</b>		
<b>If for a multiple dwelling, where not in the Low density residential zone</b>		
<b>PO17 – PO19 Not Applicable – The Development Application does not propose a multiple dwelling.</b>		
<b>If for a multiple dwelling in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Low density residential sub-precinct (Rochedale urban community neighbourhood plan/NPP-005b) and where not in the Low density residential zone</b>		
<b>PO20 Not Applicable – The Development Application does not propose a multiple dwelling.</b>		
<b>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP-005d)</b>		
<b>PO21 – PO23 Not Applicable – The site is not located within the Mixed-Use sub-precinct.</b>		

<b>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP-005d) around the town centre and near the intersection of Gardner Road and Miles Platting Road</b>
<b>PO24 Not Applicable</b> – The site is not located within the Mixed-Use sub-precinct.
<b>If in the Potential development area precinct (Rochedale urban community neighbourhood plan/NPP-005), where in the Mixed use sub-precinct (Rochedale urban community neighbourhood plan/NPP005d) at Underwood Road, School Road and the intersection of Miles Platting Road and Rochedale Road</b>
<b>PO25 Not Applicable</b> – The site is not located within the Mixed-Use precinct.
<b>If in the Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001)</b>
<b>PO26 – PO33 Not Applicable</b> – The site is not located within the Town Centre Precinct.
<b>If in the Neighbourhood centre and business service centres precinct (Rochedale urban community neighbourhood plan/NPP-002)</b>
<b>PO34 &amp; PO35 Not Applicable</b> – The site is not located in the Neighbourhood Centre and Business Service Centres Precinct.
<b>If in the Town centre precinct (Rochedale urban community neighbourhood plan/NPP-001) or the Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003)</b>
<b>PO36 &amp; PO37 Not Applicable</b> – The site is not located within the Town Centre Precinct or the Business Park and Gateway Civic Precinct.
<b>If in the Business park and gateway civic precinct (Rochedale urban community neighbourhood plan/NPP-003), where in the Gateway civic sub-precinct (Rochedale urban community neighbourhood plan/NPP-003b)</b>
<b>PO38 – PO40 Not Applicable</b> – The site is not located within the Business Park and Gateway Civic Precinct.
<b>If in the Future industry precinct (Rochedale urban community neighbourhood plan/NPP-004)</b>

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**PO41 Not Applicable** – The site is not located within the Future Industry Precinct.

**9.4.10 Subdivision code**

**9.4.10.3 Performance outcomes and acceptable outcomes**

**Table 9.4.10.3.A—Performance outcomes and acceptable outcomes**

Performance outcomes	Acceptable outcomes	Comments
<b>Section A—General performance outcomes and acceptable outcomes for reconfiguring a lot</b>		
<p><b>PO1</b>                      Development results in lots and an arrangement of lots that:</p> <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 Table 9.4.10.3.B 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>AO1.1</b>                      Development provides lots with dimensions in compliance with Table 9.4.10.3.B.                      Note—Dwelling density may also be specified in the planning scheme in addition to the minimum or average lot sizes specified in Table 9.4.10.3.B. Development must comply with both parameters.                      Note—Parts 1 to 3 of Table 9.4.10.3.B provide the minimum dimensions for standard, small and rear lots to accommodate the range of residential development intended for the Low density residential zone, Character residential zone, Low-medium density residential zone and the Emerging community zone.                      Note—Part 4 of Table 9.4.10.3.B provides dimensions for lots in other zones and in the South East Queensland Regional Plan area under certain circumstances. Where a zone is not identified in Part 4 of Table 9.4.10.3.B the relevant dimensions are either use or activity specific and no acceptable outcome is prescribed.                      Note—The Dwelling house code and Dwelling house (small lot) code provide requirements for dwelling houses on standard lots and small lots. Table 9.4.10.3.B is not part of the assessment for a dwelling house other than as identified in the tables of assessment in Part 5.                      Note—Where located within the Traditional building character overlay or a neighbourhood plan, the overlay or neighbourhood plan may vary lot size or dimensions.</p> <p><b>AO1.2</b>                      Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of</p>	<p><b>Complies with AO1.1</b>                      In accordance with Table 9.4.10.3.B Part 2, all lots exceed 350m<sup>2</sup> and have a frontage of 10m or greater.</p> <p><b>AO1.2 Complies with AO2</b>                      A Building Envelope Plan has been provided.</p>

	<p>subdivision to be registered for the lot where meeting the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p> <p>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Parts of this code and other codes in the planning scheme determine the circumstances for the application of a building envelope plan or a development footprint plan.</p> <p>Note—A building envelope plan or a development footprint plan may also be used to determine where other matters are registered on title, such as a registered environmental covenant over land outside of the building envelope or development footprint which is not to be the subject of vegetation clearing.</p> <p><b>AO1.3</b>                  Development where not intending sharing by formal title arrangements or common use does not result in a building or structure being located:</p> <ul style="list-style-type: none"> <li>a. across a proposed lot boundary; or</li> <li>b. within a setback required by the planning scheme.</li> </ul> <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 multiple dwelling development. However, dwelling houses 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 Table 9.4.10.3.B, the structure is to be located in the position identified by the preceding development approval or approved plans, planning scheme and Building Regulation.</p> <p>Note—In the circumstance of a shared building wall and the proposed lots do not meet the requirements of Table 9.4.10.3.B, the relevant plan of subdivision will not be approved until the following shows that the location of the structure is correctly located:</p> <ul style="list-style-type: none"> <li>• physical inspection is undertaken at the framing stage of construction;</li> <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>AO1.3 Not Applicable</b></p> <p>The development does not have existing structures.</p>
<p><b>PO2</b></p>	<p><b>AO2.1</b></p>	<p><b>Complies with AO2.1</b></p>

Development creates useable lots that: <ul style="list-style-type: none"> <li>a. do not rely on excessive cut and fill;</li> <li>b. do not intrude into areas of waterway and environmental significance;</li> <li>c. ensure any cutting, filling, retaining walls and earthworks:                         <ul style="list-style-type: none"> <li>i. minimise adverse impacts to vegetation, natural features and topography;</li> <li>ii. avoid adverse impacts on coastal resources and processes where for development of canals and artificial waterways;</li> </ul> </li> <li>d. minimise adverse impacts to the utility of existing or proposed transport network elements.</li> </ul>	Development ensures that any cutting, filling, retaining walls and earthworks: <ul style="list-style-type: none"> <li>a. result in a maximum vertical dimension or minimum horizontal dimension of 1m for either:                         <ul style="list-style-type: none"> <li>i. a single level change; or</li> <li>ii. any step in a series of level changes.</li> </ul> </li> <li>b. locates the crest of any cut or toe of any fill no closer than 0.6m to any lot boundary;</li> <li>c. limits cut and fill to less than 1m in height for construction of transport network elements.</li> </ul> <p>Note—Development may be required to accommodate cutting, filling, retaining walls and earthworks by providing larger lot dimensions than those stated in Table 9.4.10.3.B.</p> <p>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.</p> <p><b>AO2.2</b>                  Development involving a lot with an area less than 450m<sup>2</sup> is located on a site with a maximum average slope of:</p> <ul style="list-style-type: none"> <li>a. 1 into 10 on the shortest lot axis;</li> <li>b. 1 into 15 on the longest axis.</li> </ul>	<p><b>AO2.2 Complies with AO2</b>                  The proposed lots comply.</p> <p><b>AO2.3 Not Applicable</b>                  The site is generally flat.</p> <p><b>AO2.4 Not Applicable</b>                  The proposed development does not involve the creation of canals or artificial waterway.</p>
	<p><b>AO2.3</b>                  Development ensures that the minimum rectangle dimension specified in Table 9.4.10.3.B is located on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks occurring on the site.</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.</p> <p>Note—The minimum rectangle dimension is to be located within the net developable area of any site where in the Emerging community zone.</p>	
	<p><b>AO2.4</b>                  Development does not involve the creation of canals or artificial waterways.</p>	

<p><b>PO3</b>                  Development provides roads, associated pavement and concrete kerb and channel to every road the development has frontage to and lot access, that is designed and constructed:</p> <ul style="list-style-type: none"> <li>a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy;</li> <li>b. for the type of vehicle, pedestrian and cyclist use appropriate to the site and intended use;</li> <li>c. to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot;</li> <li>d. to maintain the safety and efficiency of the transport network for vehicles, buses, pedestrians and cyclists;</li> <li>e. at an adequate width, suitable gradient and appropriate construction standard;</li> <li>f. to avoid unreasonable detriment or nuisance to an adjacent premises;</li> <li>g. to preserve the amenity and function of the public realm in accommodating:                         <ul style="list-style-type: none"> <li>i. high levels of pedestrian traffic;</li> <li>ii. large subtropical street trees;</li> <li>iii. on-street parking.</li> </ul> </li> </ul>	<p><b>AO3.1</b>                  Development provides roads, pavement and concrete kerb and channel that provide for:</p> <ul style="list-style-type: none"> <li>a. design and construction in accordance with the road hierarchy;</li> <li>b. safe travel for pedestrian, cyclists and vehicles;</li> <li>c. access to properties for all modes;</li> <li>d. utilities;</li> <li>e. high levels of aesthetics and amenity, improved liveability and future growth;</li> <li>f. a high-quality streetscape;</li> <li>g. a low-maintenance asset with minimal whole-of-life cost.</li> </ul> <p>Editor's note—See Section B for additional requirements where new road is proposed.</p> <p><b>AO3.2</b>                  Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies with AO3.1</b>                  The proposed development includes a new local road connected to Lattanzio Street. The proposed connection to the existing road aligns with the emerging pattern of development in the surrounding area.</p> <p><b>Complies with AO3.2</b>                  The proposed development will provide access to each of the proposed lots in accordance with the standards prescribed by the Transport, Access, Parking, and Servicing Planning Scheme Policy.</p> <p><b>Complies with AO3.3</b>                  The proposed development ensures that each lot will have appropriate access to a minor road and is designed in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.</p>
	<p><b>AO3.3</b>                  Development provides each lot with access to a public road other than a major road, 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 Infrastructure design planning scheme policy;</li> </ul> </li> <li>c. the width specified:                         <ul style="list-style-type: none"> <li>i. in the Transport, access, parking and servicing planning scheme policy where an</li> </ul> </li> </ul>	

	<p>access way to a rear lot in the Low density residential zone, Character residential zone, Low-medium density residential zone or Emerging community zone; or</p> <p>ii. in Table 9.4.10.3.B where in any other zone;</p> <p>d. compliant with the standard vehicle type requirements for the zone and zone precinct applicable to the site and intended use.</p>	<p><b>Complies with AO3.4</b></p> <p>The proposed development has been designed to provide standard local road designed with safe sight distances at the new junction and access point to all lots, including any pedestrian or cyclist crossings.</p> <p><b>Complies with AO3.5</b></p> <p>The proposed lots will be graded in a manner to facilitate vehicular access in accordance with the Transport, Access, Parking, and Servicing Planning Scheme Policy.</p>
<p><b>PO4</b></p> <p>Development provides for the delivery of infrastructure and maintains the safety, efficiency and capacity of infrastructure networks.</p> <p>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></p> <p>Development provides land and works for infrastructure and services in compliance with the:</p> <ul style="list-style-type: none"> <li>a. Local government infrastructure plan;</li> <li>b. standards in the Infrastructure design planning scheme policy;</li> <li>c. Refuse planning scheme policy;</li> <li>d. Transport, access, parking and servicing planning scheme policy;</li> <li>e. Long term infrastructure plan;</li> <li>f. codes and planning scheme policies that apply to the site.</li> </ul>	<p><b>Complies with AO4.1</b></p> <p>The proposed development complies with the relevant policies and standards.</p>

	<p><b>A04.2</b>                  Development provides a stormwater system in compliance with the standards in the Stormwater code that has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.</p>	<p><b>Complies with A04.2</b>                  The proposed subdivision development has been designed to provide a stormwater system in compliance with the relevant standards in the Stormwater Code.</p>
	<p><b>A04.3</b>                  Development provides for a corner truncation of each corner of a site with a road frontage, if not already provided, that is:</p> <ol style="list-style-type: none"> <li>a. in compliance with the road corridor design standards in the Infrastructure design planning scheme policy; or</li> <li>b. a 6m long by 3 equal chord truncation if a minor road.</li> </ol>	<p><b>Complies with A04.3</b>                  All corner truncations have been designed in compliance with the road corridor design standards in the Infrastructure Design Planning Scheme Policy.</p>
<p><b>PO5</b>                  Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.</p>	<p><b>A05</b>                  Development ensures that lot density, location, arrangement and dimensions address potential adverse impacts on the normal occupation of the lot for its intended use and associated activities, by:</p> <ol style="list-style-type: none"> <li>a. identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions;</li> <li>b. avoiding the hazard; or</li> <li>c. mitigating hazard impacts, including through buffers, structures or other necessary measures.</li> </ol> <p>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:</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><b>Complies with A05</b>                  The subject site does not contain any identified potential adverse impacts. The proposed development is for a residential subdivision within the Emerging Community Zone which creates lots that will be able to accommodate the intended future residential occupation of the land.</p>

**Additional performance outcomes and acceptable outcomes for reconfiguring a lot involving:**

- a. rearranging the boundaries of a lot; or
- b. volumetric format plan subdivision; or
- c. a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories.

**PO6 – PO8 Not Applicable** – This Development Application does not involve rearranging the boundaries, volumetric subdivision, or a site in 2 or zones, precinct, or neighbourhood plans.

**Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving:**

- a. 10 or more lots; or
- b. road reserve or new road; or
- c. cycle or pedestrian routes.

**PO9**

Development ensures that the transport network and all its component elements is designed to:

- a. facilitate the efficient and cost-effective provision and maintenance of infrastructure;
- b. deliver the intended functional outcome of each element;
- c. have a clear hierarchical structure using the existing network classification;
- d. provide a high level of internal accessibility and external connectivity for local vehicle, pedestrian and bicycle networks and where relevant, public transport and freight networks.

Note—A traffic impact assessment may be required in accordance with the Transport, access, parking and servicing planning scheme policy to demonstrate this performance outcome is satisfied.

Note—The transport network is any element that provides for the movement of vehicles, pedestrians or cyclists other than the internal function and operation of a site and may include public space, publicly accessible private space or private space if through movement or public access is intended.

**AO9**

Development provides a transport network that:

- a. is designed and constructed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;
- b. completes, aligns and integrates with the relevant components of the surrounding transport network identified through:
  - i. the Road hierarchy overlay map;
  - ii. the Bicycle network overlay map;
  - iii. the Streetscape hierarchy overlay map;
  - iv. any other overlay, neighbourhood plan, preliminary approval, development approval, structure plan or other plans agreed by the Council, over the subject site or land adjoining and in the locality of the subject site;
  - v. a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme

**Complies with AO9**

The proposed subdivision development provides a transport network the aligns and integrates with the surrounding transport network and planning scheme policy.

	<p>policy and the report outcomes as agreed by the Council;</p> <p>c. when resulting in a stub road for a proposed future road connection, provides a turn-around area or easement in compliance with the Refuse planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>Note—The majority of relevant standards identified in the planning scheme are located in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p> <p>Note—This outcome can be demonstrated through an 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 Transport, access, parking and servicing planning scheme policy;</li> <li>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and/or the standards and guidelines of the Transport, access, parking and servicing planning scheme policy and that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	
<p><b>PO10</b>                  Development provides permeable, connected, attractive and safe pedestrian and bicycle networks that:</p> <ul style="list-style-type: none"> <li>a. are designed to provide permeability for pedestrians and cyclists having regard to the surrounding area and existing and future networks;</li> <li>b. are safe, suitably shaded and embellished, attractive and efficient;</li> <li>c. link destinations such as major developments, public transport stops and parks along the safest, most direct and convenient routes;</li> </ul>	<p><b>AO10.1</b>                  Development provides a pedestrian and bicycle network that connects into the broader network of proposed and existing pathways, that:</p> <ul style="list-style-type: none"> <li>a. is in compliance with the Infrastructure design planning scheme policy and any overlay, neighbourhood plan, preliminary approval, development approval that applies to the site or structure plan relevant to the site; or</li> <li>b. uses a pedestrian and bicycle accessibility grid-based network throughout the development where no overlay, neighbourhood plan, preliminary approval, development approval or structure plan applies.</li> </ul>	<p><b>Complies with AO10.1</b>                  The proposed subdivision provides a footpath on the new local road which the existing road and footpath network to the proposed park.</p>

<p>d. provide routes that are on areas of least slope and avoid potential hazards such as flooding;</p> <p>e. run predominantly along public spaces including streets or parks that are fronted by dwellings;</p> <p>f. are located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</p> <p>g. are widened at potential vehicle conflict points.</p> <p>Note—While the road layout may include no through roads such as cul-de-sacs in limited circumstances, the pedestrian and bicycle network may not.</p> <p>Note—Pedestrian and bicycle networks should be designed in conjunction with the design of the road network and lot layout.</p>	<p>Note—The Infrastructure design code requires the creation of footpaths and bikeways in compliance with the standards and specifications in the transport network and road corridor design sections of the Infrastructure design planning scheme policy, where in the road reserve or through a park.</p> <p><b>AO10.2</b>                  Development provides pathway links outside the road corridor that:</p> <ul style="list-style-type: none"> <li>a. comply with the Infrastructure design planning scheme policy;</li> <li>b. incorporate key elements of crime prevention through environmental design, including:                         <ul style="list-style-type: none"> <li>i. having a maximum length of 40m;</li> <li>ii. providing a direct line of sight between ends of the link;</li> <li>iii. connecting between the road network and the park where development is located between them.</li> </ul> </li> </ul> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p> <p>Note—A minimum of 50% of any park frontage should be to a minor road.</p>	<p><b>AO10.2 Complies</b></p> <p>The proposal provides pathway links outside the road corridor as identified in the submitted <b>Park Schematic Design</b>.</p>
<p><b>PO11</b>                  Development provides a road reserve and carriageway that is of sufficient design, width and arrangement to preserve the function of the road hierarchy and address all impacts on the road network, including:</p> <ul style="list-style-type: none"> <li>a. safe and efficient movement of users, including vehicles, cyclists and pedestrians;</li> <li>b. vehicle parking;</li> <li>c. access to properties, including accommodation of the largest design service vehicle;</li> <li>d. construction and maintenance of public utilities;</li> </ul>	<p><b>AO11</b>                  Development provides a road reserve and carriageway that is designed in compliance with its road hierarchy classification within the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO11</b></p> <p>The proposed road reserve and carriageway is in accordance with road status as a local road, and complies with the road corridor design standards in the Infrastructure Design Planning Scheme Policy for local internal roads.</p> <p>Refer to the <b>Civil Engineering Assessment Report</b> for further details on the proposed road and hierarchy classifications.</p>

<ul style="list-style-type: none"> <li>e. landscaping, street trees and shading;</li> <li>f. safety and visibility;</li> <li>g. integrated pedestrian and cyclist movement and safety;</li> <li>h. noise reduction;</li> <li>i. required design vehicles;</li> <li>j. utility services.</li> </ul>		
<p><b>PO12</b>                  Development provides a road network that:</p> <ul style="list-style-type: none"> <li>a. includes a minor road network that creates convenient and safe movement between uses and to major roads;</li> <li>b. positively contributes to and enhances the bicycle network and streetscape hierarchy;</li> <li>c. caters for the expected vehicle, pedestrian and cyclist use;</li> <li>d. utilises geometry consistent with the standards relevant for the road hierarchy;</li> <li>e. provides safe vehicular access to each lot where direct lot access is allowed;</li> <li>f. prevents the needs for traffic-calming devices and ensures speed management is achieved by geometric design and arrangement of roads and paths;</li> <li>g. provides safe pedestrian and cyclist crossings;</li> <li>h. minimises the need for earthworks;</li> <li>i. provides minor roads adjoining and overlooking the public parks network;</li> <li>j. enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas;</li> <li>k. maximises the quality of the public realm, provision of street trees and availability of on-street parking.</li> </ul>	<p><b>AO12.1</b>                  Development provides a road network which is designed and constructed in compliance with the Infrastructure design planning scheme policy.</p> <p><b>AO12.2</b>                  Development provides a minor road frontage for a minimum 50% of any park edge where involving new park or adjoining the site of an existing or approved park.</p> <p><b>AO12.3</b>                  Development provides road network that:</p> <ul style="list-style-type: none"> <li>a. is generally orientated on a modified grid pattern that allows for topographic constraints;</li> <li>b. facilitates the following orientation wherever possible:                         <ul style="list-style-type: none"> <li>i. generally north-south roads, to allow lots to have their long axes typically orientated east-west;</li> <li>ii. generally east-west roads, to allow lots to have their long axes typically orientated north-south.</li> </ul> </li> </ul>	<p><b>Complies with AO12.1</b>                  The proposed development will provide for a new local road which is designed and constructed in accordance with the infrastructure Design Planning Scheme Policy.</p> <p><b>Complies with AO12.2</b>                  The development ensure a minor road frontage of minimum 50% is achieved to the trunk park.</p> <p><b>Complies with AO12.3</b>                  The proposed development provides a new local road which continues the grid pattern framework and achieves optimal lot orientation.</p>

<p><b>PO13</b>                  Development provides connected road, pedestrian and bicycle networks.</p>	<p><b>AO13</b>                  Development involving new road ensures that a no through road is included only where:</p> <ul style="list-style-type: none"> <li>a. physical features obstruct road network continuity;</li> <li>b. it is demonstrated that there is no alternative road layout, option or arrangement to provide for road continuity;</li> <li>c. connections with a direct line of sight are provided to existing, proposed or potential through-streets for pedestrians and cyclists at the end of any no through road;</li> <li>d. a manoeuvring area is dedicated for the road stub at the end of a no through minor road, in compliance with the standards in the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy;</li> <li>e. if for residential development, a no through road:                         <ul style="list-style-type: none"> <li>i. accommodates a maximum of 200 vehicle movements per day;</li> <li>ii. provides a visible manoeuvring area from the no through road entrance;</li> <li>iii. is no longer than 150m.</li> </ul> </li> <li>f. if for industrial development, a no through road accommodates a maximum of 1,000 vehicle movements per day.</li> </ul> <p>Note—Physical features that might obstruct road network connectivity include waterways, parks or significant land use change. The road layout should be designed to overcome the constraint or alternative arrangements such as infrastructure solutions should be provided. If no practical option exists, then this must be demonstrated in the development application.</p>	<p><b>AO13 Complies</b>                  The new local road is a no through road to provide access to the proposed park. The no through road complies with maximum length, vehicle movements and turnaround requirements. Road continuity is achieved throughout the broader residential estate.</p>
<p><b>PO14</b>                  Development maximises opportunities to provide on-street car parking where:</p> <ul style="list-style-type: none"> <li>a. in compliance with the intended function of the road;</li> </ul>	<p><b>AO14</b>                  Development provides on-street car parking in compliance with the Infrastructure design planning scheme policy and Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies with AO14</b>                  On-street car parking space will be provided in accordance with the Infrastructure Design Planning Scheme Policy and the Transport, Access, Parking and Servicing Planning Scheme Policy.</p>

<p>b. taking into consideration kerb space requirements for:</p> <ul style="list-style-type: none"> <li>i. bus stops, passenger set down, servicing and traffic control devices;</li> <li>ii. street trees and landscaping;</li> <li>iii. street furniture and public signage;</li> <li>iv. utilities and other infrastructure.</li> </ul>		
<p><b>PO15</b>                  Development provides intersection designs that ensure:</p> <ul style="list-style-type: none"> <li>a. safety, efficient function and visibility for vehicles, pedestrians and cyclists;</li> <li>b. verge areas that provide sufficient space for safe pedestrian movement;</li> <li>c. sufficient space for infrastructure and traffic management.</li> </ul>	<p><b>AO15</b>                  Development provides intersections that are designed in compliance with the Infrastructure design planning scheme policy.</p>	<p><b>AO15 Not Applicable</b>                  The proposed subdivision development only seeks to provide road connection to the development on the adjoining sites to the north and east. No external intersections have been proposed as part of this application.</p>
<p><b>PO16</b>                  Development provides a transport network that caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.</p>	<p><b>AO16</b>                  Development provides bus infrastructure and intersections that are designed in compliance with the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO16 Not Applicable</b>                  Bus infrastructure is located along Miles Platting Road and is appropriate to service future residents. The new local road is not considered appropriate for bus infrastructure.</p>
<p><b>PO17</b>                  Development provides a transport network that is:</p> <ul style="list-style-type: none"> <li>a. designed to operate safely for users, pedestrians and cyclists;</li> <li>b. ensures emergency access or evacuation in emergencies.</li> </ul>	<p><b>AO17</b>                  Development provides a secondary road access if access to lots is used by more than 1,000 vehicles per day.                  Note—The secondary access is to provide emergency vehicles with an alternative route where the primary route may be heavily trafficked and the effectiveness of emergency response is reduced.</p>	<p><b>AO17 Not Applicable</b>                  The access to lots would not be used by more than 1,000 vehicles per day.</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> <ul style="list-style-type: none"> <li>a. a site that is more than 1ha in the Emerging community zone; or</li> <li>b. the number of potential dwellings is 20 or more in the Emerging community zone; or</li> <li>c. a site that is more than 7,000m<sup>2</sup> in the Low density residential zone; or</li> </ul>		

- d. the number of lots is 20 or more; or
- e. the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or
- f. the creation of more than 50% of the lots with an area less than 350m<sup>2</sup> where not associated with a material change of use or in accordance with an approved building.

Note—Refer to the Structure planning planning scheme policy for guidance on how to calculate potential dwelling numbers for lots not intended to accommodate dwelling houses or where reconfiguring a lot is not proposed in conjunction with a material change of use.

<p><b>PO18</b>                  Development delivers contained, sustainable and functional communities comprised of walkable, highly connected and legible neighbourhoods that ensure:</p> <ul style="list-style-type: none"> <li>a. the lot frontage of all residential lots is within:                         <ul style="list-style-type: none"> <li>i. 400m walking distance from a local park, community hub or other central focal point to create a strong and positive neighbourhood identity;</li> <li>ii. 800m walking distance of a local shop and services;</li> </ul> </li> <li>b. the greatest intensity of development is within 400m walking distance from:                         <ul style="list-style-type: none"> <li>i. a centre other than a Neighbourhood centre;</li> <li>ii. high frequency public transport;</li> </ul> </li> <li>c. if residential development, a variety of lot sizes are provided to accommodate a range of dwellings consistent with the zones, zone precincts, neighbourhood plans and overlays that apply to the site;</li> <li>d. connected transport and public parks networks are provided to encourage public and active transport use within and between neighbourhoods;</li> <li>e. an interconnected street pattern that results in safe, connected and permeable neighbourhoods;</li> <li>f. centrally located parks;</li> </ul>	<p><b>AO18.1</b>                  Development is designed and sited in compliance with:</p> <ul style="list-style-type: none"> <li>a. the structure outlined in a neighbourhood plan, a development approval or a preliminary approval that is relevant to the full nature and extent of the development and that clearly indicates the following:                         <ul style="list-style-type: none"> <li>i. integration, connection and relationship of the site with surrounding land uses;</li> <li>ii. roads, pathways, bicycle and public transport stops and stations;</li> <li>iii. character and environmental values and development constraints;</li> <li>iv. parks and key destinations such as centres and community facilities; or</li> </ul> </li> <li>b. a structure plan prepared in accordance with the Structure planning planning scheme policy.</li> </ul> <p>Note—A neighbourhood plan, preliminary approval or development approval must provide comprehensive information that guides the land use pattern, scale, arrangement, connections, transport network and relationship of the development to surrounding features and values. A structure plan must be prepared in accordance with the Structure planning planning scheme policy where this information is insufficient.</p> <p><b>AO18.2</b>                  Development likely to generate significant pedestrian movements provides a layout with a:</p> <ul style="list-style-type: none"> <li>a. maximum street block length of 220m;</li> <li>b. maximum street block depth of 80m;</li> <li>c. mid-block pedestrian pathway;</li> </ul>	<p><b>Complies with PO18 and AO18.1</b>                  The proposed development achieves a functional and orderly development consistent with previous structure planning for the site and locality.</p> <p><b>Complies with AO18.2</b>                  The proposed development complies with the acceptable outcome. The maximum street block length is less than 200m; the maximum street block depth is less than 80m. The new local road provide for efficient and safe pedestrian movement.</p>
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<p>g. sites are provided for community activities, services and facilities and utilities;                  h. integrated development with compatible surrounding development approvals and established residential areas;                  i. the outcomes of neighbourhood plans are delivered;                  j. site characteristics and setting are addressed including character and environmental values and development constraints, as detailed in an applicable neighbourhood plan or overlay or as determined through a structure planning process.</p> <p>Note—A structure plan prepared in accordance with the Structure planning planning scheme policy can assist in demonstrating the achievement of this outcome. A structure plan must be prepared where in the Emerging community zone.                  Note—In interpreting PO18(b)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>	<p>i. every 150m of street block length or part thereof where a street block length exceeds 200m;                  ii. providing a minimum 5m wide direct line of sight between the link ends.</p>	
<p><b>PO19</b>                  Development ensures that the layout retains and responds to:</p> <p>a. physical features such as topography, natural drainage systems and significant vegetation;                  b. existing heritage or character buildings;                  c. adjoining existing uses and the transport and public park networks.</p>	<p><b>AO19.1</b>                  Development retains and incorporates significant vegetation within a park, the road reserve, waterways or corridors, common property or private open space areas.                  Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</p> <p><b>AO19.2</b>                  Development integrates heritage or character buildings with community facilities or shared facilities.</p>	<p><b>Complies with AO19.1</b>                  The site is clear and does not contain significant vegetation. The proposed new park will introduce new vegetation including future shade trees.</p> <p><b>AO19.2 Not Applicable</b>                  The site does not contain heritage or character buildings.</p>
<p><b>PO20</b>                  Development provides a layout that supports pedestrian access to public transport services by locating:</p>	<p><b>AO20</b>                  Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public</p>	<p><b>Complies with AO20</b>                  The site is located within 400m of existing bus stops along Miles Platting Road.</p>

<ul style="list-style-type: none"> <li>a. a high proportion of dwellings close to public transport stops;</li> <li>b. higher density residential development close to transport stops;</li> <li>c. non-residential or high trip-generating uses immediately proximate to transport stops.</li> </ul>	transport route or a dedicated public pedestrian access point to a railway or busway station.	The road layout provides safe and efficient connectivity between new lots and existing public transport stops along Miles Platting Road.
<p><b>PO21</b>                  Development provides a high proportion of lots that can accommodate climate-responsive subtropical building design for solar access and breeze.</p>	<p><b>AO21.1</b>                  Development provides lots that are generally designed and positioned to locate:</p> <ul style="list-style-type: none"> <li>a. small lots or the greatest dwelling densities on north-facing slopes with gradients of less than 15%;</li> <li>b. larger lots or the lowest dwelling densities on south-facing slopes or parts of the site where solar access is poor.</li> </ul> <p><b>AO21.2</b>                  Development involving a small lot that has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space orientated to the north or north-east if this can be accommodated to the rear or side of buildings.</p>	<p><b>Complies with AO21.1</b>                  The site is relatively flat with no residential lots to be established on land steeper than 15%.</p> <p><b>Complies with AO21.2</b>                  Building Location Envelope Plans are provided for all lots. Private open space is achieved to the north or north-east for all lots. Refer to the attached <b>Building Envelope Plan</b> for further information.</p>
<p><b>PO22</b>                  Development provides a range of lot sizes and types mixed in one location and located on any street frontage that:</p> <ul style="list-style-type: none"> <li>a. meet the housing choice outcomes for the zone, zone precinct or neighbourhood plan;</li> <li>b. is consistent with the surrounding lot character; or</li> <li>c. provides a gradual transition in lot character where the site's location provides opportunities to locate near public transport stops and stations and enables ease of access to services and facilities.</li> </ul>	<p><b>AO22.1</b>                  Development provides a range of lot sizes that comply with:</p> <ul style="list-style-type: none"> <li>a. the zone, zone precinct, neighbourhood plan, preliminary approval or development approval; or</li> <li>b. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Low density residential zone, and 24 dwellings per hectare in the Low-medium density residential zone; or</li> <li>c. if there is no neighbourhood plan, preliminary approval or development approval that specifies or provides sufficient information on the range, scale,</li> </ul>	<p><b>Complies with AO22.1</b>                  As illustrated in the <b>Plan of Reconfiguration</b> prepared by HCE Engineers, the proposed subdivision development provides a range of lot sizes which contributes to diversity within the wider neighbourhood, and aligns with the relevant zoning and neighbourhood plan requirements.</p>

<p>Note—A performance outcome for a small lot that does not comply with AO22.2 requires identification of a development footprint plan. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and the <i>Land Act 1994</i>.</p>	<p>mix and density of lots, the requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.</p> <p>Note—The density of dwellings per hectare is calculated based on the number of dwellings (such as dwelling houses, multiple dwellings) relative to the area of the site for proposed lots intended for dwellings and inclusive of land intended to be included in the Local zone precinct of the Open space zone and local roads.</p> <p><b>AO22.2</b>                  Development fronting an existing or proposed road provides:</p> <ol style="list-style-type: none"> <li>a. no more than 6 contiguous small lots that are separated by no less than 2 standard lots from other small lots, where in the Emerging community zone, Low density residential zone and Character residential zone;</li> <li>b. no more than 6 contiguous small lots that feature abutting built to boundary walls, where in the Low-medium density residential zone;</li> <li>c. if adjoining land in the Residential zones category or the Emerging community zone:                         <ol style="list-style-type: none"> <li>i. a consistent lot character;</li> <li>ii. a gradual transition in lot sizes, dimensions and layout where within 400m walking distance from a centre other than a Neighbourhood centre, and high frequency public transport.</li> </ol> </li> </ol> <p>Note—Identification of a development footprint plan can assist in demonstrating achievement of this acceptable outcome. A development footprint plan will form part of the development approval and may be conditioned to be included on the plan of subdivision to be registered for the lot subject to the requirements of the <i>Land Title Act 1994</i> and <i>Land Act 1994</i>.</p> <p>Note—In interpreting AO22.2(c)(ii) the term 'high frequency public transport' means a public transport stop providing 4 or more services per hour in the peak periods of 7am to 9am and 4pm to 6pm.</p>	<p><b>Complies with PO22</b></p> <p>The proposed development is designed in accordance with the neighbourhood plan to provide for detached houses, acknowledging the neighbourhood plan provides for choice in housing typologies (such as duplexes and multiple dwellings) in other nearby areas.</p> <p>Within this context, the proposal provides a range of lot frontages between 10m and 16.5m which supports a wide range of dwelling house types and designs consistent with the surrounding lot character.</p>
<p><b>PO23</b></p>	<p><b>AO23</b></p>	<p><b>AO23 Not Applicable</b></p>

<p>Development involving lots for non-residential, centre or mixed use development is provided in the following appropriate locations that take advantage of:</p> <ul style="list-style-type: none"> <li>a. site access opportunities or restrictions;</li> <li>b. positive streetscape or park interface opportunities;</li> <li>c. opportunities to locate near transport stops or on transport routes;</li> <li>d. uses and building forms to act as noise buffers to external noise sources such as major roads, railways or other non-residential uses;</li> <li>e. development interfaces and land use transitions to residential uses.</li> </ul>	<p>Development involving lots for non-residential, centre or mixed use development in a residential neighbourhood or subdivision are located:</p> <ul style="list-style-type: none"> <li>a. with a frontage to a road higher than a minor road in the road hierarchy that can serve as the primary vehicle access point;</li> <li>b. on the end of street blocks or corners;</li> <li>c. within 200m walking distance of a dedicated public pedestrian access point of, or is integrated with, a public transport stop or station;</li> <li>d. so that the change of use between residential and non-residential uses occurs along the shared rear boundaries of lots.</li> </ul>	<p>The proposed development is for a land subdivision, with no associated land uses. However, the intent is to provide residential land uses on the newly created lots.</p>
<p><b>PO24</b>                  Development provides a lot mix and location within a residential neighbourhood or subdivision that supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.</p>	<p><b>AO24.1</b>                  Development where providing lots for multiple dwellings:</p> <ul style="list-style-type: none"> <li>a. facilitates direct pedestrian and vehicle access to ground-floor dwellings;</li> <li>b. locates lots:                         <ul style="list-style-type: none"> <li>i. on corner sites; or</li> <li>ii. at the ends of street blocks; or</li> <li>iii. where they have dual frontage.</li> </ul> </li> </ul> <p>Note—Vehicle access in the form of shared driveways and crossovers is desirable to maximise the availability of on-street car parking and provision of street trees.</p> <p><b>AO24.2</b>                  Development ensures that a lot that is less than 350m<sup>2</sup> or with a frontage width less than 10m:</p> <ul style="list-style-type: none"> <li>a. is located mid-block or adjacent to a park where there is dual frontage;</li> <li>b. is located in a group up to but not more than 6 in a row to enable integrated design and construction solutions;</li> <li>c. if serviced by a rear lane, the lane is no longer than 60m in length.</li> </ul>	<p><b>AO24.1 Not Applicable</b>                  The proposed development does not seek to create any lots for multiple dwellings.</p> <p><b>AO24.2 Not Applicable</b>                  The proposed development does not seek to create lots less than 350m<sup>2</sup> or with a frontage less than 10m.</p>

	<p><b>AO24.3</b>                  Development provides for larger lots located on corners or at the end of T-intersections.</p>	<p><b>AO24.3 Complies</b>                  The proposed development provides lot sizes at corners which provide adequate dimensions to accommodate new dwellings and appropriate streetscape outcomes. .</p>
<p><b>PO25</b>                  Development involving a lot intended for a dwelling house is of a regular shape and an appropriate size and dimensions:</p> <ul style="list-style-type: none"> <li>a. for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity;</li> <li>b. to maximise outdoor private space, privacy and amenity;</li> <li>c. to provide convenient on-site vehicle access and parking.</li> </ul>	<p><b>AO25.1</b>                  Development provides lots that are rectangular or regular in shape, with the depth dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.</p> <p><b>AO25.2</b>                  Development with lots less than 600m<sup>2</sup> provides lots that are rectangular or regular in shape and has a minimum of 65% of lots orientated in accordance with Figure a.</p>	<p><b>Complies with AO25.1</b>                  All proposed lots are rectangular or regular in shape with a depth dimension that is greater than the width dimension. All proposed lots achieve the minimum rectangle dimension of a small lot in accordance with Table 9.4.10.3.B.</p> <p><b>Complies with AO25.2</b>                  The proposed development provides lots that are rectangular or regular in shape and orientated in accordance with Figure a.</p>
<p><b>PO26</b>                  Development provides land for park purposes that is well distributed and located and is consistent with:</p> <ul style="list-style-type: none"> <li>a. the nature of surrounding parks;</li> <li>b. the needs of occupants and visitors;</li> <li>c. the safety and connection to the transport network.</li> </ul>	<p><b>AO26</b>                  Development provides land for park purposes that is in compliance with the Park planning and design code and the Local government infrastructure plan.</p>	<p><b>Complies with AO26</b>                  The proposed development provides land for park purposes in compliance with the Park Planning and Design Code and Local Government Infrastructure Plan.</p>
<p><b>Section C2—Detailed performance outcomes and acceptable outcomes for a small lot:</b></p> <ul style="list-style-type: none"> <li>a. not complying with the dimensions in Table 9.4.10.3.B; or</li> <li>b. with a frontage width of less than 10m.</li> </ul>		
<p><b>PO27 Not Applicable</b> – The Development Application proposes small lots which comply with the dimensions in Table 9.4.10.3.B and have a frontage of 10m or greater.</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>		

**PO28 – PO30 Not Applicable** – The site is not located in an Industry zone or Extractive industry zone.

**Section C4—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in a zone in the Centre zones category, Mixed use zone, Community facilities zone or Specialised centre zone**

Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.

**PO31 Not Applicable** – The site is not located in the Centre zones, Mixed use zones, Community facilities zone, or Specialised centre zone.

**Section C5—Additional performance outcomes and acceptable outcomes for lot design if reconfiguring a lot in the Environmental management zone, Rural zone or a very-low density residential potential development area identified in a neighbourhood plan**

**PO32 & PO33 Not Applicable** – The site is not located in an Environmental management zone, Rural zone, or a very-low density residential potential development area as identified in a neighbourhood plan.

**Section D—Additional performance outcomes and acceptable outcomes if reconfiguring a lot other than involving the creation of freehold lots**

**If dividing land into parts by an agreement that is a lease or an exclusive use agreement or lease or the reconfiguring of an existing or approved building whether or not including land**

**PO34 Not Applicable** – This Development Application does not propose dividing land into parts by agreement that is a lease or an exclusive use agreement.

**If involving a standard format lot with common property such as requiring a community management scheme under the *Body Corporate and Community Management Act 1997***

Note—If a building is to be constructed prior to reconfiguring a lot, assessment of the development is to be undertaken as part of the development application for a material change of use if that development is assessable under the planning scheme. Reconfiguring a lot can be assessed simultaneously or subsequently against the relevant parts of this code.

**PO36 Not Applicable** – This Development Application does not include common property.

## 8.2.3 Bicycle network overlay code

### 8.2.3.3 Performance outcomes and acceptable outcomes

Table 8.2.3.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<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 Infrastructure design planning scheme policy.                      Note—On a site not traversed or adjoining a route on the Bicycle network overlay map, pedestrian and cyclist movement and permeability is addressed by the Subdivision code (for reconfiguring a lot) and Centre or mixed use code or residential codes (for material change of use).</p>	<p><b>Complies with AO1</b>                      The proposed development will not impact on the provision of cycle routes in accordance with the Bicycle Network Overlay Map.</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 long term infrastructure for the bicycle network in the Long term infrastructure plans;</li> <li>the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</li> <li>the provision of long term, existing and planned infrastructure for the bicycle network which:</li> </ol>	<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 long term infrastructure for the bicycle network in the Long term infrastructure plans;</li> <li>the existing and planned infrastructure for the bicycle network in the Local government infrastructure plan;</li> <li>the standards for the bicycle network in the Infrastructure design planning scheme policy.</li> </ol>	<p><b>Complies with AO2</b>                      The proposed development will not impact on the provision of cycle routes in accordance with the Bicycle Network Overlay Map.</p>

<p>i. is required to service the development or existing and future urban development in the planning scheme area; or</p> <p>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</p> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>		
<p><b>PO3</b>                  Development provides for the payment of extra trunk infrastructure costs for the following:</p> <p>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</p> <p>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:</p> <p>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</p> <p>ii. long term infrastructure for the bicycle network which is made necessary by development that is not assumed future urban development;</p> <p>iii. other infrastructure for the bicycle network associated with development that is not assumed future urban development which is made necessary by the development.</p> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p>	<p><b>AO3</b>                  No acceptable outcome is prescribed.</p>	<p><b>AO3 Not Applicable</b>                  The Development Application does not require the provision of early trunk infrastructure; long term infrastructure; or infrastructure for unplanned urban development.</p>

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Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the Planning Act 2016.		
<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>		
<b>PO4 – PO9 Not Applicable – The site is not adjacent to or traversed by the Riverwalk – Typology 1 sub-category or Riverwalk – Typology 2 sub-category.</b>		

## 8.2.4 Biodiversity areas overlay code

### 8.2.4.3 Performance outcomes and acceptable outcomes

Table 8.2.4.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<b>Section A—If for a dwelling house or associated filling or excavation</b>		
PO1 and PO2 – The proposed development does not involve a dwelling house.		
<b>Section B—If for filling or excavation</b>		
<p><b>PO3</b>                      Filling or excavation protects the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category and the General ecological significance strategic sub-category ecological features (including significant vegetation communities listed in Table 8.2.4.3.B, significant flora species listed in Table 8.2.4.3.C, or significant fauna species listed in Table 8.2.4.3.D), koala habitat trees, areas with strategic biodiversity value, and wetlands, and mitigates the impact on ecological processes.                      Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy.                      Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section 8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome.</p>	<p><b>AO3</b>                      Development ensures that filling or excavation, other than where directly associated with habitat restoration, is contained within an area located entirely outside of:</p> <ol style="list-style-type: none"> <li>the High ecological significance sub-category;</li> <li>the High ecological significance strategic sub-category;</li> <li>the General ecological significance sub-category;</li> <li>the General ecological significance strategic sub-category;</li> <li>the tree protection zone of non-juvenile koala habitat trees as shown in Figure b.</li> </ol> <p>Note—A tree survey prepared in accordance with the Biodiversity areas planning scheme policy can assist in demonstrating achievement of acceptable outcome (e).</p>	<p><b>Complies with AO3</b>                      The proposed development layout and associated earthworks within the site result in unavoidable impacts on ground levels.                       The site is not located within a High ecological significance sub-category, High ecological significance strategic sub-category, General ecological significance sub-category, or the General ecological significance strategic sub-category.                       The site is clear of vegetation and does not contain non-juvenile koala habitat trees.</p>
<b>Section C</b>		

<b>If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category</b>		
<b>PO4 Not Applicable</b> – The site is not wholly or partly located in the High ecological significance sub-category of the High ecological significance sub-category.		
<b>If a site is wholly or partly in the High ecological significance sub-category or the High ecological significance strategic sub-category, where involving a new road</b>		
<b>PO5 Not Applicable</b> – The site is not wholly or partly located in the High ecological significance sub-category of the High ecological significant strategic sub-category.		
<b>If a site is wholly or partly in the General ecological significance sub-category or the General ecological significance strategic sub-category</b>		
<b>PO6 Not Applicable</b> – The site is not wholly or partly located in the General ecological significance sub-category or the General ecological significance strategic sub-category.		
<b>If a site is wholly or partly in the Koala habitat area sub-category, where not in the High ecological significance sub-category, High ecological significance strategic sub-category, General ecological significance sub-category or General ecological significance strategic sub-category</b>		
<p><b>PO7</b>                  Development is located and designed to protect and enhance koala habitat by:</p> <ul style="list-style-type: none"> <li>a. reducing threats to resident and transient koalas;</li> <li>b. protecting the maximum number of non-juvenile koala habitat trees in the Koala habitat area sub-category;</li> <li>c. consolidating and maximising the size of areas to be conserved on site and in combination with adjoining sites;</li> <li>d. minimising the edge-to-area ratio of areas to be conserved, to limit edge effects;</li> <li>e. providing connectivity and safe koala movement between koala habitat areas.</li> <li>f. minimising fragmentation by infrastructure, particularly roads;</li> <li>g. excluding filling or excavation from areas to be conserved.</li> </ul> <p>Note—Guidance on identifying koala habitat is included in the Biodiversity areas planning scheme policy.                  Note—Where proposing development within the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, refer to section</p>	<p><b>AO7.1</b>                  Development ensures that the development footprint, design and layout, including roads, are informed by an ecological assessment which identifies koala habitat trees, movement corridors and the likely impacts to koala habitat as a result of the development.                  Note—Guidance on identifying koala habitat, completing an ecological assessment and designing development to protect koalas is included in the Biodiversity areas planning scheme policy.</p> <p><b>AO7.2</b>                  Development ensures that the development footprint, design and layout:</p> <ul style="list-style-type: none"> <li>a. protects non-juvenile koala habitat trees;</li> <li>b. maximises the size and consolidates areas to be conserved as koala habitat on site and in combination with adjoining sites;</li> <li>c. maximises connectivity between non-juvenile koala habitat trees which will be conserved on site and with adjoining sites;</li> <li>d. excludes filling or excavation from the tree protection zone of non-juvenile koala habitat trees. Refer to Figure b.</li> </ul>	<p><b>Complies with AO7.1 to AO7.3</b>                  The site does not contain koala habitat and is surrounded by approved or developed urban residential land which does not provide for or alternatively rely on koala movement and connectivity through the subject site.</p> <p>The subject site already has an approved development outcome assessed by Council which previously considered and determined that the site does not contain koala habitat and is not required to provide for koala movement.</p>
	<b>AO7.3</b>	

<p>8.2.4.1 Application of this code with regard to satisfying the Purpose of the code and this performance outcome. The proposed solution must provide the same level of service without significant disruption of biodiversity values or outcomes.</p>	<p>Development ensures that landscaping and open space areas incorporate koala habitat trees.</p>	
<p><b>PO8</b>                  Development design and layout facilitates the safe movement of koalas through the landscape.</p>	<p><b>AO8.1</b>                  Development ensures that fencing or other barriers are designed to allow safe koala movement, and to exclude koalas from areas containing domestic or security dogs.                  Note—Guidance on designing development to protect koalas is included in the Biodiversity areas planning scheme policy.</p> <p><b>AO8.2</b>                  Development incorporates infrastructure solutions which facilitate the movement of koalas across a road which dissects bushland within the Koala habitat area sub-category.                  Note—Guidance on wildlife movement solutions suited to use by koalas is included in the Biodiversity areas planning scheme policy.                  Note—Further guidance on wildlife movement solutions is included in the Infrastructure design planning scheme policy.</p>	<p><b>Not applicable</b>                  Refer to the response to PO7 above.</p>
<p><b>If a site is wholly or partly located in the High ecological significance sub-category, the High ecological significance strategic sub-category, the General ecological significance sub-category or the General ecological significance strategic sub-category, other than for a dwelling house</b></p>		
<p><b>PO9 Not Applicable</b> – The site is not wholly or partly located in the High ecological significance sub-category, the High ecological significance sub-category, the General ecological significance sub-category or the General ecological significant strategic sub-category.</p>		

## 8.2.8.A Community purposes network overlay code

### 8.2.8.A.3 Performance outcomes and acceptable outcomes

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

Performance outcomes	Acceptable outcomes	Comments
<p><b>If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category</b></p>		
<p><b>PO1</b>                      Development which is assumed future urban development provides the existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site:</p> <ul style="list-style-type: none"> <li>a. to serve the recreational needs of Brisbane’s residents, workers and visitors on a local, district and metropolitan scale;</li> <li>b. to maximise recreational, visual, cultural and biodiversity values;</li> <li>c. of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;</li> <li>d. to meet the requirements of intended users;</li> <li>e. to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.</li> </ul>	<p><b>AO1</b>                      Development which is assumed future urban development provides land and embellishments for existing and planned infrastructure for the parks network in the Local government infrastructure plan on the site in compliance with the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO1</b>                      Proposed Lot 902 is intended to be dedicated for park purposes in accordance with the Local government infrastructure park. Proposed Lot 902, in combination with an adjacent park lot at 28 Goshawk Crescent, Rochedale delivers the requirements of a new community park (‘Subject park’).</p> <p>The attached <b>Park Schematic Design</b>, confirms the size and shape of the Subject park supports the necessary embellishments and specific design and functional intent consistent with the desired standards of service, Park Planning and Design Code, and the Infrastructure Design Planning Scheme Policy.</p> <p>Please also refer to Sections <b>Error! Reference source not found.</b> and 4.1 of the Planning Report for further details.</p>

<p><b>PO2</b>                  Development provides for the payment of additional trunk infrastructure costs for the following:</p> <ul style="list-style-type: none"> <li>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</li> <li>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan:                         <ul style="list-style-type: none"> <li>i. trunk infrastructure to be provided earlier than planned in the Local government infrastructure plan;</li> <li>ii. long term infrastructure for the parks network which is made necessary by development that is not assumed future urban development;</li> <li>iii. other infrastructure for the parks network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> </li> </ul> <p>Editor's note—The payment of additional trunk infrastructure costs under the Act for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.                  Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>	<p><b>AO2</b>                  No acceptable outcome is prescribed.</p>	<p><b>PO2 Not Applicable</b>                  The proposed development does not trigger payment of additional trunk infrastructure costs.</p>
<p><b>PO3</b>                  Development protects a park shown on the Community purposes network overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>a. the long term infrastructure for the parks network in the Long term infrastructure plans and an applicable neighbourhood plan;</li> </ul>	<p><b>AO3</b>                  Development protects a park shown on the Community purposes network overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>a. for long term infrastructure for the parks network, the Long term infrastructure plans;</li> </ul>	<p><b>Complies with AO3</b>                  As per the response to PO1 / AO1 above, proposed Lot 902 is intended for new park in accordance with the Community Purposes Network Overlay.</p>

<p>b. the existing and planned infrastructure for the parks network in the Local government infrastructure plan;</p> <ul style="list-style-type: none"><li>i. the provision of long term, existing and planned infrastructure for the parks network which:</li><li>ii. is required to service the development or existing and future urban development in the planning scheme area; or</li><li>iii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li></ul> <p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</p>	<p>b. for existing and planned infrastructure for the parks network, the Local government infrastructure plan;</p> <p>c. the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</p>	<p>The proposed park is compliant with the Local Government Infrastructure Plan, demonstrated in the attached <b>Park Schematic Design</b></p> <p>Please refer to Sections 2.3.3 and 4.1 of the Planning Report for further details.</p>
<p><b>If on a site in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or Long term land for community facilities specific location sub-category</b></p>		
<p><b>P04 – P06 Not Applicable:</b> The site is not located in the Existing community facilities and land for community facilities sub-category, LGIP planned land for community facilities specific location sub-category or the Long term land for community facilities specific location sub-category.</p>		

## 8.2.18 Road hierarchy overlay code

### 8.2.18.3 Performance outcomes and acceptable outcomes

Table 8.2.18.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<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>		
<b>A01.1 – A01.5 Not Applicable:</b> The proposed development is for reconfiguring a lot and is assessable development.		
<b>Section B—If for assessable development for a material change of use</b>		
<b>A02.1 and A02.2 Not Applicable:</b> The proposed development is for reconfiguring a lot.		
<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.	<b>Complies with A03</b> The plan of reconfiguration proposes a new local road connected to Lattanzio Street, which will provide access to each proposed lot.
<b>PO3A</b> Development provides for the payment of extra trunk infrastructure costs for the following: <ul style="list-style-type: none"> <li>a. for development completely or partly outside the priority infrastructure area in the Local government infrastructure plan;</li> <li>b. for development completely inside the priority infrastructure area in the Local government infrastructure plan involving:                             <ul style="list-style-type: none"> <li>i. trunk infrastructure that is to be provided earlier than planned in the Local government infrastructure plan;</li> </ul> </li> </ul>	<b>A03A</b> No acceptable outcome is prescribed.	<b>A03A Not Applicable</b> The proposed development does not trigger the payment for extra trunk infrastructure costs.

<ul style="list-style-type: none"> <li>ii. long term infrastructure for the road network which is made necessary by development that is not assumed future urban development;</li> <li>iii. other infrastructure for the road network associated with development that is not assumed future urban development which is made necessary by the development.</li> </ul> <p>Editor's note—The payment of extra trunk infrastructure costs for development completely inside the priority infrastructure area in the Local government infrastructure plan is to be worked out in accordance with the Charges Resolution.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk infrastructure costs) of the <i>Planning Act 2016</i>.</p>		
<p><b>If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category</b></p>		
<p><b>PO4</b>                  Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <ul style="list-style-type: none"> <li>a. the long term infrastructure for the road network in the Long term infrastructure plans;</li> <li>b. the existing and planned infrastructure for the road network in the Local government infrastructure plan;</li> <li>c. the provision of long term, existing and planned infrastructure for the road network which:                         <ul style="list-style-type: none"> <li>i. is required to service the development or existing and future urban development in the planning scheme area; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in which the site is situated.</li> </ul> </li> </ul>	<p><b>AO4</b>                  Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <ul style="list-style-type: none"> <li>a. for the long term infrastructure for the road network, the Long term infrastructure plans;</li> <li>b. for existing and planned infrastructure for the road network, the Local government infrastructure plan;</li> <li>c. the standards for the road network in the Infrastructure design planning scheme policy.</li> </ul>	<p><b>Not Applicable</b>                  The site is not located as per the circumstances above.</p>

<p>Editor's note—A condition which requires a proposed development to keep permanent improvements and structures associated with the approved development clear of the area of long term infrastructure, may be imposed.</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> <ul style="list-style-type: none"> <li>a. safe, efficient and convenient connectivity of the new road to the major road network;</li> <li>b. a minimum number of intersections to the major road network.</li> </ul>	<p><b>AO5</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><b>Complies with AO5</b>                  The plan of reconfiguration proposes a new local road connected to Lattanzio Street, which will provide access to each proposed lot. This does not require change or modification to the existing road network. The proposed development accords with the development intent for the locality and additional traffic can be accommodated by the existing road network.</p>
<p><b>PO6</b>                  Development ensures that an extension of or change to the road network:</p> <ul style="list-style-type: none"> <li>a. provides internal connectivity and connects to the external road network;</li> <li>b. provides pedestrian connectivity to facilitate ease of access by the shortest reasonable route to neighbourhood facilities, parks, schools, shops, bus routes, transport facilities or open space systems;</li> <li>c. provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</li> <li>d. includes the provision of bus routes that provide ease of access to bus customers;</li> <li>e. minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</li> <li>f. provides a street layout that minimises travel time and traffic volumes on minor roads;</li> </ul>	<p><b>AO6.1</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 Infrastructure design planning scheme policy.</p> <p><b>AO6.2</b>                  Development preserves the function of the road hierarchy and addresses all impacts on the road network.                  Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy (Traffic impact assessment and definitions section).</p>	<p><b>Complies with AO6.1</b>                  The proposed new road will be designed and constructed in accordance with the Infrastructure Design Planning Scheme Policy. Refer to the attached Civil Engineering Assessment Report for further information.</p> <p><b>Complies with AO6.2</b>                  The proposed development will preserve the function of the road hierarchy. The proposed development is consistent with the intended pattern and density outlined in the Rochedale Urban Community Neighbourhood Plan.</p>

<p>g. provides high permeability for pedestrian and cycle networks;                  h. provides safe accessibility to lots by having more than one street providing access to the area;                  i. preserves the function of the road hierarchy and addresses all impacts to the road network.</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 major road 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 major road.</p>	<p><b>Complies with A07</b>                  The proposed development provides direct access to the local road network from all lots.</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 Infrastructure design planning scheme policy.</p>	<p><b>A08 Not Applicable</b>                  The proposed new local road is an extension from an existing minor intersection created by a stub road.</p>

## 8.2.20 Streetscape hierarchy overlay code

### 8.2.20.3 Performance outcomes and acceptable outcomes

Table 8.2.20.3.A—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<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 amenity 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 Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<b>Complies with AO1</b> The proposed development will provide the extension of the existing road with a verge in accordance with Table 8.2.20.3.B.
<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 amenity focus.	<b>AO2.1</b> Development ensures that existing street trees are retained and protected.  <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 Infrastructure design planning scheme policy.	<b>Complies with AO2.1</b> The proposed development will not impact on existing street trees.  <b>Complies with AO2.2</b> The proposed development will ensure the street planning, furniture, paving, lighting, verge and kerb treatment is delivered in accordance with the Infrastructure Design Planning Scheme Policy.
<b>Section B—If for assessable development</b>		
<b>PO3</b>	<b>AO3.1</b> Development ensures that a corner land dedication is provided:	<b>AO3.1 – AO3.3 Not Applicable</b> The site is not identified as required to provide a corner land dedication.

<p>Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map:</p> <ul style="list-style-type: none"> <li>a. facilitates a high level of pedestrian movement and activity;</li> <li>b. enforces the sense of arrival to individual precincts and major connections;</li> <li>c. provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>a. where identified in the Streetscape hierarchy overlay map;</li> <li>b. in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</li> </ul> <p><b>AO3.2</b>                  Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.</p>			
<p><b>AO3.3</b>                  Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the Infrastructure design planning scheme policy.</p>	<p><b>If in or on a site adjoining the Wildlife movement solution sub-category</b></p>	<p><b>PO4</b>                  Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.</p>	<p><b>AO4</b>                  Development ensures that infrastructure solutions are:</p> <ul style="list-style-type: none"> <li>a. provided at the locations identified on the Streetscape hierarchy overlay map;</li> <li>b. designed to:                         <ul style="list-style-type: none"> <li>i. account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance;</li> <li>ii. achieve physical separation of native wildlife and the road;</li> </ul> </li> </ul>	<p><b>AO4 Not Applicable</b>                  The site does not adjoin the Wildlife movement solution sub-category.</p>

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	<p>iii. adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.</p> <p>Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.</p>	
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## 9.4.5 Landscape work code

### 9.4.5.3 Performance outcomes and acceptable outcomes

Table 9.4.5.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b>                      Development ensures that trees are protected from development impacts.</p>	<p><b>AO1.1</b>                      Development ensures that trees identified in a landscape concept plan or development approval are retained and protected in accordance with AS 4970-2009 Protection of trees on development sites.</p> <p><b>AO1.2</b>                      Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for:</p> <ul 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> </ul>	<p><b>Complies with AO1.1</b>                      The site has no trees located within the proposed development site. Street trees may be located along Peregrine Street or Lattanzio Street as a result of Development Applications on adjoining land. The proposed development will not interfere with existing street trees.</p> <p><b>Complies with AO1.2</b>                      The site has no trees located within the proposed development site. Any future street trees will be maintained in accordance with AS4373-2007.</p>
<p><b>PO2</b>                      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><b>AO2.1</b>                      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 Infrastructure design planning scheme policy;</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</li> </ul>	<p><b>AO2.1 and AO2.2 Not Applicable</b>                      The proposed development does not include any acoustic barriers or fencing along or within the site.</p>

	<p>can open on to a publicly accessible area within the site;</p> <p>d. incorporates a gate or appropriately designed opening for public pedestrian access where linking two publicly accessible areas.</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> <p>a. species in accordance with the Planting species planning scheme policy;</p> <p>b. a minimum of 2 tier planting.</p>	
<p><b>PO3</b>                  Development provides species as a screen or buffer which maintain the amenity of adjoining premises.</p>	<p><b>AO3</b>                  Development ensures that a landscape buffer required by a use code incorporates:</p> <p>a. species in accordance with the Planting species planning scheme policy;</p> <p>b. a minimum of 2 tier planting.</p>	<p><b>AO3 Not Applicable</b>                  The proposed development is for reconfiguring a lot which does not require a landscape buffer.</p>
<p><b>PO4</b>                  Development provides growing media and volumes appropriate for landscape work to ensure the long-term performance, ease of maintenance and sustainability of plantings.</p>	<p><b>AO4.1</b>                  Development provides growing media and volumes for landscape work in accordance with the Landscape design planning scheme policy.                  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.</p> <p><b>AO4.2</b>                  Development provides species which are chosen to ensure the long-term performance and access requirements of the landscape.</p> <p><b>AO4.3</b>                  Development provides podium planting in compliance with the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO4.1</b>                  Growing media and volumes for street trees will be provided in accordance with the Landscape Design Planning Scheme Policy.</p> <p><b>Complies with AO4.2</b>                  Where streetscape landscaping is required, it will be planted in accordance with the Planting Species Planning Scheme Policy.</p> <p><b>AO4.3 Not Applicable</b>                  The proposed development does not involve podium planting.</p>

<p><b>PO5</b>                  Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.</p>	<p><b>AO5.1</b>                  Development incorporates a plant selection along a pathway which ensures:                  a. a clear trunk height of minimum 1.8m at maturity;                  b. a shrub height of maximum 1m at maturity.                  Refer to the Crime prevention through environmental design planning scheme policy.</p> <p><b>AO5.2</b>                  Landscaping and mounding do not interfere with visibility along a pathway.                  Refer to the Crime prevention through environmental design planning scheme policy.</p>	
<p><b>PO6</b>                  Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.</p>	<p><b>AO6</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.</p>	<p><b>Complies with AO6</b>                  Please refer to the response to the Parks Planning and Design Code.</p>
<p><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:                  a. screening and buffering;                  b. street presentation;                  c. shading;                  d. amenity.</p>	<p><b>AO7</b>                  Development provides species in accordance with the Planting species planning scheme policy.</p>	<p><b>Complies with AO7</b>                  The proposed development will provide species in accordance with the Planting Species Planning Scheme Policy.</p>
<p><b>PO8</b>                  Development provides planting densities and stock sizes which are optimised to:                  a. reduce maintenance and erosion;                  b. achieve amenity and ecological outcomes;                  c. provide the level of coverage for any green facades, green walls or green roofs to</p>	<p><b>AO8.1</b>                  Development provides planting densities and stock sizes when planting in natural ground which achieves:                  a. full coverage of the mulched planting areas within 2 years;                  b. 95% coverage of the extent of the elevation within 2 years where for green facades.</p>	<p><b>Complies with AO8.1</b>                  The proposed development will provide street trees which are planting densities and stock sizes of the required standard.</p>

<p>achieve the functional and aesthetic outcomes of the landscape work for the life of the development.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p><b>AO8.2</b>                  Development achieves the minimum planting coverage for any artificial growing environment as specified in the Landscape design planning scheme policy.</p>	<p><b>AO8.2 Not Applicable</b>                  The proposed development does not include any artificial growing environments.</p>
<p><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.</p>	<p><b>AO9.1</b>                  Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.</p> <p><b>AO9.2</b>                  Development provides planting areas within car parking areas that are protected by wheel stops or bollards.</p>	<p><b>AO9.1 Not Applicable</b>                  The proposed development is for reconfiguring a lot and does not include an open-air car park.</p> <p><b>AO9.2 Not Applicable</b>                  The proposed development is for reconfiguring a lot and does not include an open-air car park.</p>
<p><b>PO10</b>                  Development for a shade structure does not compromise landscape outcomes.</p>	<p><b>AO10</b>                  Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.</p>	<p><b>AO10 Not Applicable</b>                  The proposed development is for reconfiguring a lot and does not include an open-air car park.</p>
<p><b>PO11</b>                  Development involving the construction of retaining walls provides for:</p> <ol style="list-style-type: none"> <li>safety;</li> <li>an attractive appearance appropriate to the surrounding area;</li> <li>easy maintenance;</li> <li>longevity;</li> <li>minimal water seepage impacts.</li> </ol>	<p><b>AO11</b>                  Development of a retaining wall:</p> <ol style="list-style-type: none"> <li>is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a Registered Professional Engineer Queensland;</li> <li>incorporates planting areas.</li> </ol>	<p><b>Complies with AO11</b>                  The proposed development incorporates retaining walls which will be constructed in compliance with the Infrastructure Design Planning Scheme Policy. Refer to the attached <b>Civil Engineering Assessment Report</b> for further information.</p>
<p><b>PO12</b>                  Development provides for:</p> <ol style="list-style-type: none"> <li>water sensitive urban design measures which are employed within the landscape design to maximise stormwater use;</li> </ol>	<p><b>AO12.1</b>                  Development provides drainage for artificial growing environments which is connected to the stormwater drain.</p> <p><b>AO12.2</b>                  Development ensures that the maximum site stormwater harvest capacity is utilised to meet the irrigation demand of</p>	<p><b>AO12.1 Not Applicable</b>                  No artificial growing environments are proposed.</p> <p><b>Complies with AO12.2</b>                  Stormwater management will be in accordance with the overall stormwater management system. Refer to the</p>

<p>b. drainage and stormwater management measures to reduce any adverse impacts on the landscape;</p> <p>c. stormwater harvesting to be maximised and any adverse impacts of stormwater minimised;</p> <p>d. reticulated irrigation to all artificial growing environments.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<p>the development before alternate irrigation sources are utilised and is in accordance with the standards in the Landscape design planning scheme policy.</p> <p><b>AO12.3</b>                  Development provides areas of pavement, turf, landscaping and mulched garden beds which are adequately drained.                  Note—This may be achieved through the provision and/or treatment of swales, spoon drains, field gullies, sub-surface drainage and stormwater connections.</p> <p><b>AO12.4</b>                  Development provides a reticulated irrigation system to all landscaping areas in accordance with the Landscape design planning scheme policy.</p>	<p>attached <b>Stormwater Management Plan</b> for further information.</p> <p><b>Complies with AO12.3</b>                  Where streetscape landscaping is required, the areas of pavement, turf and mulched garden beds will be adequately drained.</p> <p><b>AO12.4 Not Applicable</b>                  The proposed development does not have common landscape areas that will require a reticulated irrigation system.</p>
<p><b>PO13</b>                  Development provides landscaping and supporting growing environments which:</p> <p>a. are safe;</p> <p>b. ensure efficient and effective maintenance;</p> <p>c. ensures success and long-term performance.</p> <p>Note—The Landscape design planning scheme policy provides guidance on information to be provided to demonstrate compliance with the performance outcome and acceptable outcomes.</p>	<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><b>AO13.2</b>                  Development ensures that where landscape work on structures are serviced from tank water, the control devices are located in a common area.</p> <p><b>AO13.3</b>                  Development provides one hose cock within each private landscape and recreation area.</p> <p><b>AO13.4</b>                  Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.</p> <p><b>AO13.5</b>                  Development ensures that all artificial growing environments are accessible for safe and practical maintenance from within the site.</p>	<p><b>Complies with AO13.1</b>                  The proposed development will allow ensure future turf areas on site are accessible by standard lawn maintenance equipment and receive adequate sunlight.</p> <p><b>AO13.2 Not Applicable</b>                  The proposed development does not have landscape work on structures which are serviced from a water tank.</p> <p><b>Complies with AO13.3</b>                  The proposed development facilitates residential lots intended for dwelling houses. Future dwelling houses can be provided with one hose cock.</p> <p><b>Complies with AO13.4</b>                  The proposed development will provide landscaping that uses appropriate materials to maintain the function of an overland flow path.</p>

	<p><b>AO13.6</b>                  Development ensures that all artificial growing environments are designed to be durable and to prevent material movement from structures.</p>	<p><b>AO13.5 Not Applicable</b>                  The proposed development does not include any artificial growing environments.</p>
	<p><b>AO13.7</b>                  Development ensures that artificial growing environments are designed to allow for flush out.</p>	<p><b>AO13.6 Not Applicable</b>                  The proposed development does not include any artificial growing environments.</p>
	<p><b>AO13.8</b>                  Irrigation systems are designed to prevent overspray outside of planting areas.</p>	<p><b>AO13.7 Not Applicable</b>                  The proposed development does not include any artificial growing environments.</p> <p><b>AO13.8 Not Applicable</b>                  The proposed development does not include an irrigation system.</p>
<p><b>PO14</b>                  Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.</p>	<p><b>AO14</b>                  Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.</p>	<p><b>Complies with AO14</b>                  The proposed development will ensure that the location and type of planting do not compromise the function and accessibility of services and facilities.                  Refer to the <b>Civil Services Plan</b> within the <b>Civil Engineering Assessment Report</b> for further detail.</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.                  Note—Guidance is provided in the Landscape design planning scheme policy.</p>	<p><b>AO15.1</b>                  Artificial growing environments are designed in accordance with the Landscape design planning scheme policy and are considered in the structural design of the development.</p> <p><b>AO15.2</b>                  Artificial growing environments include appropriate drainage and waterproofing in accordance with the Landscape design planning scheme policy.</p>	<p><b>AO15.1 and AO15.2 Not Applicable</b>                  The proposed development does not include artificial growing environments.</p>

<p><b>PO16</b> Development incorporating a rooftop garden provides landscaping that:</p> <ul style="list-style-type: none"><li>a. is integrated into the rooftop garden design;</li><li>b. ensures that landscaped open spaces dominate the built form elements;</li><li>c. contributes to shade of communal open space;</li><li>d. enhances the visual amenity and function of different rooftop garden spaces;</li><li>e. contributes to greening the building appearance when viewed from external public vantage points.</li></ul> <p>Note—External public vantage points means from at least two mostly unobstructed views of the development from a public area.</p>	<p><b>AO16.1</b> Development incorporating a rooftop garden provides landscaping that includes:</p> <ul style="list-style-type: none"><li>a. 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>b. a diverse mix of suitable planting species including ground covers, shrubs and trees at different heights in accordance with the Planting species planning scheme policy;</li><li>c. suitable medium shrubs and small trees in accordance with the Planting species planning scheme policy providing a minimum 25% shade cover of rooftop communal open space within 5 years.</li></ul> <p><b>AO16.2</b> Development for a rooftop garden where Section 1.7.7(3) applies, or where exceeding maximum building height, provides soft landscaping features that are:</p> <ul style="list-style-type: none"><li>a. a minimum 75% open to the sky;</li><li>b. provided in addition to any artificial soft landscape features.</li></ul>	<p><b>AO16.1 and AO16.2 Not Applicable</b> The proposed development does not include a rooftop garden.</p>
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## 9.3.17 Park planning and design code

### 9.3.17.3 Performance outcomes and acceptable outcomes

Table 9.3.17.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b>                      Development ensures that the park is provided and developed:</p> <ul style="list-style-type: none"> <li>a. to maximise recreational, visual, cultural, biodiversity, health and wellbeing values;</li> <li>b. to exhibit design excellence in form and function with a size, shape and topography suited to the intended function, level and intensity of use;</li> <li>c. to meet the requirements of intended users;</li> <li>d. in appropriate locations that will provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks;</li> <li>e. to contribute positively to Brisbane’s natural and built form and legibility;</li> <li>f. to protect and enhance visual and physical connections to the Brisbane River and waterways.</li> </ul> <p>Note—Refer to the Sport and recreation zone and Open space zone for a description of zone precincts and the Infrastructure design planning scheme policy for a description of park types in the Brisbane park classification system.</p>	<p><b>AO1.1</b>                      Development provides and embellishes land for a public park where identified in a structure plan prepared in compliance with the Structure planning planning scheme policy and the Local government infrastructure plan.                      Note—All other public park infrastructure (land and embellishment) is required to be provided in accordance with the Local government infrastructure plan and its desired standards of service.                      Note—The Infrastructure design planning scheme policy provides more detail on land location, embellishment and services.</p> <p><b>AO1.2</b>                      Development ensures that the width of any park is not less than 10m at any point.</p> <p><b>AO1.3</b>                      Development provides visual and physical access, where achievable, to Brisbane River and waterways through appropriate orientation and layout of park features.</p>	<p><b>Complies with PO1</b>                      Proposed Lot 902 is intended to be dedicated for park purposes in accordance with the Local government infrastructure park. Proposed Lot 902, in combination with an adjacent park lot at 28 Goshawk Crescent, Rochedale delivers the requirements of a new community park (‘Subject park’).</p> <p>The attached <b>Park Schematic Design</b>, confirms the size and shape of the Subject park supports the necessary embellishments and specific design and functional intent to meet the requirements of intended users.</p> <p>The proposal is consistent with the desired standards of service, Park Planning and Design Code, and the Infrastructure Design Planning Scheme Policy.</p> <p>Please also refer to Sections <b>Error! Reference source not found.</b> and 4.1 of the Planning Report for further details.</p>

		<p><b>Complies with AO1.2</b>                  The park is wider than 10m throughout.</p> <p><b>AO1.3 Not Applicable</b>                  The park is not proximal to the Brisbane River or a waterway.</p>
<p><b>PO2</b>                  Development ensures that the park is transferred into the Council's ownership.</p>	<p><b>AO2</b>                  Development ensures that at the time of registration of title, the park is transferred to the Council without cost except where otherwise provided in an infrastructure agreement.</p>	<p><b>Complies with PO2</b>                  It is intended that the park will be transferred to Council ownership in accordance with an infrastructure agreement.</p>
<p><b>PO3</b>                  Development ensures that the park has a gradient that is suitable for its intended use, does not pose a safety hazard and allows for ease of maintenance.</p>	<p><b>AO3</b>                  Development ensures that for the park:</p> <ul style="list-style-type: none"> <li>a. activity or recreation spaces have gradients less than 1V:20H and greater than 1V:150H to suit proposed recreational functions and accessibility and requirements;</li> <li>b. fields for ball sports have a gradient in the range of 1V:70H to 1V:100H;</li> <li>c. the majority of vegetated and grassed areas in maintained parklands have gradients less than 1V:6H, grassed areas have gradients no steeper than 1V:4H and unmown vegetated areas have gradients no steeper than 1V:3H.</li> </ul>	<p><b>Complies with AO3</b>                  The proposed park will be designed in accordance with the requirements in AO3.</p>
<p><b>PO4</b>                  Development ensures that the park is not subject to unreasonable impacts from industrial activities or major transport corridors.</p>	<p><b>AO4</b>                  Development ensures that the park does not serve primarily as a buffer to the railway network or a public transport corridor identified in the Strategic framework or to a motorway, arterial road, suburban road or primary freight route.</p>	<p><b>Complies with AO4</b>                  The proposed park is not a buffer to the railway network, public transport corridor, arterial road, suburban road or primary freight route.</p>
<p><b>PO5</b></p>	<p><b>AO5.1</b></p>	<p><b>Complies with AO5.1</b></p>

<p>Development ensures that:</p> <ul style="list-style-type: none"> <li>a. the park is well located, well connected and permeable;</li> <li>b. access to and within the park is safe and convenient, irrespective of the mode of transport used;</li> <li>c. the park is accessible for people of differing abilities.</li> </ul>	<p>Development ensures that paths provided within the park are sited to enable links to other components of the public open space system or local destinations.</p>	<p>As shown in the submitted Park Schematic Design, proposed paths are able to be provided within the park which facilitate connectivity throughout the park and to the surrounding road network.</p> <p><b>Complies with A05.2</b>                  Public vehicle access is not proposed. As shown in the submitted Park Schematic Design, safe maintenance vehicle access and movement can be provided which does not impact on functional use of the park or open space values.</p> <p><b>Complies with A05.3</b>                  The location of the proposed park is highly accessible and is not physically separated from the community it is intended to serve. It will be provided with substantial local road frontage.</p> <p><b>Complies with PO5</b>                  The proposed park achieves PO5 as it is well located, well connected and permeable. Access to the park via walking, bicycle, public transport and / or private transport is safe and convenient. As shown in the submitted Park Schematic Design, the park is accessible for people of differing abilities.</p> <p>Whilst the park achieves the standards and embellishments consistent with a District Park, the surrounding approved road network does not provide for public transport and its</p>
	<p><b>A05.2</b>                  Development ensures that vehicular access provided within the park does not conflict with non-vehicular circulation or impact on the park's open space values.</p>	
	<p><b>A05.3</b>                  Development ensures that the park is not separated from the community it is intended to serve by physical barriers such as fenced service utilities, motorways, arterial roads, the railway network, public transport corridors, rivers or city-wide waterway corridors.</p>	
	<p><b>A05.4</b>                  Development ensures that the park:</p> <ul style="list-style-type: none"> <li>a. is located within close proximity to bus routes and bus stops at park frontages;</li> <li>b. is accessible via footpaths or cycle paths in accordance with crime prevention through environmental design principles;</li> <li>c. has adequate street frontage to cater for on-street car parking;</li> <li>d. has adequate off-street car parking for district and metropolitan parks.</li> </ul> <p>Note—The Transport, access, parking and servicing planning scheme policy provides detail on parking rates and layout.</p>	
	<p><b>A05.5</b>                  Development ensures that the entry nodes of new parks highlight safe access points and provide path connections to major activity spaces and facilities.</p>	

		<p>location off higher order roads does not support encouragement of high car visitation. These elements are more consistent with function of a local park.</p> <p><b>Complies with AO5.5</b>                  Entry nodes will be provided to highlight safe access points and the location of path connections.</p>
<p><b>PO6</b>                  Development ensures that:</p> <ol style="list-style-type: none"> <li>public utilities and infrastructure is provided for park-related purposes as required;</li> <li>easements, public utilities and infrastructure do not constrain the intended use of the park and align with the pedestrian and cyclist network to minimise impacts on vegetation and landform.</li> </ol> <p>Notes—</p> <ul style="list-style-type: none"> <li>The Council may accept a park affected by an easement or other infrastructure. In this instance works within the easement are carried out in compliance with the Infrastructure design planning scheme policy and the requirements of the relevant service authority.</li> <li>The preparation of a park concept plan indicating where and how easements, public utilities and infrastructure are proposed to be located within the park can assist in demonstrating achievement of this performance outcome.</li> </ul>	<p><b>AO6.1</b>                  Development ensures that sewer and electricity connections are provided to district and metropolitan parks.</p> <p><b>AO6.2</b>                  Development ensures that water connections are provided to at least one point within the park and to all development boundaries.</p> <p><b>AO6.3</b>                  Development ensures that the park does not contain electricity, oil or gas easements or major sewerage or water infrastructure.</p> <p><b>AO6.4</b>                  Development ensures that the park does not contain services and infrastructure associated with residential, industrial or other development.</p>	<p><b>AO6.1 Not Applicable</b>                  The proposed park provides for sewer and electricity connection. Refer to the attached Park Schematic Design for further information.</p> <p><b>Complies with AO6.2</b>                  The proposed park will be provided in accordance with the requirements. Refer to the attached Park Schematic Design for further information.</p> <p><b>Complies with AO6.3</b>                  The proposed park is traversed by an existing minor reticulated sewer servicing proposed and surrounding development. Refer to the attached <b>Civil Engineering Assessment Report</b> for further information.</p> <p><b>Complies with PO6</b>                  The proposed park is traversed by an existing minor reticulated sewer servicing proposed and surrounding development. This infrastructure also serves to provide sewer connection to the park and does not constrain intended use or function of the park.</p>

		As per the response to A08,2 below, the proposed park contains an stormwater pipe which is also located to not impact the design and function of the park. Refer to the attached <b>Civil Engineering Assessment</b> Report for further information.
<p><b>PO7</b>                  Development ensures that if contaminated land is proposed as part of the park, it is to be remediated in compliance with the requirements of the Queensland Government and documentation provided from the relevant Queensland Government department in relation to making the site appropriate for use as a park prior to the acceptance of the land by the Council.</p>	<p><b>A07</b>                  Development ensures that land for park purposes is not listed on the Queensland Government Environmental Management Register or the Contaminated Land Register.</p>	<p><b>Complies with A07</b>                  The site is not listed on the Environmental Management Register or Contaminated Land Register.</p>
<p><b>PO8</b>                  Development ensures that accessibility and use of the park is not compromised by stormwater infrastructure and discharge.                  Note—Preparing a park concept plan indicating where and how stormwater infrastructure is proposed to be located within the park can assist in demonstrating achievement of this performance outcome.</p>	<p><b>A08.1</b>                  Development ensures that the park does not contain major stormwater components, including high-velocity overland flow paths, detention basins or other stormwater storage areas.</p> <p><b>A08.2</b>                  Development ensures that all the intended public park and recreation functions are accommodated in the design of the park before stormwater outcomes.                  Note—Where stormwater infrastructure is proposed to be located within a park, the preparation of a park concept plan informed by investigations relating to hydraulic constraints and risk management can assist in demonstrating compliance with this acceptable outcome.</p>	<p><b>Complies with A08.1</b>                  The proposed park does not contain major stormwater components. Refer to the attached <b>Civil Engineering Assessment Report</b> for further information.</p> <p><b>Complies with A08.2</b>                  An existing stormwater drain traverses the site; however, it is response to park design and does not interfere the intended public park and recreation functions. Refer to the attached <b>Civil Engineering Assessment</b> Report for further information.</p>
<p><b>PO9</b>                  Development ensures that water bodies located in the park contribute to the recreation and other values of open space.</p>	<p><b>A09</b>                  Development ensures that the park does not contain dams or lakes.</p>	<p><b>Complies with A09</b>                  The proposed park does not contain a dam or lake.</p>
<p><b>PO10</b>                  Development ensures that the park:</p>	<p><b>AO10</b>                  Development ensures that the design of the park:</p>	<p><b>Complies with AO10</b></p>

<p>a. enhances the local identity of an area by contributing to local landscape character, visual amenity and a sense of place including but not limited to the provision of public art;</p> <p>b. protects scenic assets and views to important landscapes;</p> <p>c. contributes positively to the legibility of the local area.</p>	<p>a. protects and enhances significant views and vistas of Brisbane’s important landscapes;</p> <p>b. provides universal access to key public vantage points including key sites on the Brisbane River, the foreshores and high points;</p> <p>c. screens areas of poor visual quality;</p> <p>d. capitalises on and enhances local attributes, values and features such as significant trees, rocky outcrops and escarpments;</p> <p>e. ensures park furniture and facilities contribute to high visual quality and have consistent character;</p> <p>f. incorporates public art to reflect local cultural values and park context in district and metropolitan parks.</p> <p>Note—The Infrastructure design planning scheme policy provides more information on park furniture standards and public art provision.</p>	<p>As demonstrated in the attached <b>Park Schematic Design</b>, the proposed park in combination with the adjacent park:</p> <ul style="list-style-type: none"> <li>▪ Facilitates a park design that enables protection of a significant stand of trees</li> <li>▪ Promotes community activation and education through a new community garden</li> <li>▪ Provides park furniture and structures which support active and passive recreation and contribute to high visual quality.</li> </ul> <p>Please also refer to Sections 2.3.3 and 4.1 of the Planning Report for further details.</p>
<p><b>PO11</b>                  Development ensures that clearance of vegetation and modification of existing landforms within the park is minimised.</p>	<p><b>AO11.1</b>                  Development ensures that the park is designed to retain existing vegetation and topographic features.                  Note—Compliance with this acceptable outcome can be demonstrated by the submission of a landscape management and site works plan and landscape concept plan identifying major elements of the park design including location and extent of existing vegetation and topographic features.</p> <p><b>AO11.2</b>                  Development ensures that the construction earthworks for the park are carried out in compliance with the standards in the Infrastructure design planning scheme policy.</p> <p><b>AO11.3</b>                  Development ensures that the park does not contain retaining walls that are built to the boundary of the site.</p> <p><b>AO11.4</b></p>	<p><b>AO11.1 Complies</b>                  As demonstrated in the attached <b>Park Schematic Design</b>, the proposed park in combination with the adjacent park, facilitates a park design that enables protection of a significant stand of trees.</p> <p><b>Complies with AO11.2</b>                  Minor earthworks within the park will be carried out in accordance with the Infrastructure Design Planning Scheme Policy. Refer to the attached <b>Civil Engineering Assessment Report</b> which further details proposed earthworks.</p> <p><b>Complies with AO11.3</b>                  The proposed park does not contain retaining walls that are built to the boundary of the site.</p>

	<p>Development ensures that the park contains retaining walls only under the following circumstances:</p> <ul style="list-style-type: none"> <li>a. to avoid the creation of extensive, unusable slopes and embankments when stabilising the landform of a park site; or</li> <li>b. where pathways with low gradients are required, for example, to provide an accessible path of travel; or</li> <li>c. where a structure is necessary to retain the natural ground level and protect tree roots around the drip line of existing vegetation; or</li> <li>d. where space is limited and planted embankments are not a reasonable alternative; or</li> <li>e. following the approval of a submitted landscape concept plan.</li> </ul> <p>Note—The Infrastructure design planning scheme policy provides more detail on design standards.</p>	<p><b>AO11.4 Not Applicable</b>                  The proposed park does not contain retaining walls.</p>
<p><b>PO12</b>                  Development ensures that visitor comfort in the park is maximised.</p>	<p><b>AO12.1</b>                  Development ensures that adequate shade is provided in the park, through retention of existing vegetation or provision of structures, particularly in activity areas and along paths.</p> <p><b>AO12.2</b>                  Development ensures that planting is provided in the park to reduce glare and reflect radiant heat from hard surfaces.</p> <p>Note—The Infrastructure design planning scheme policy and Planting species planning scheme policy provide more detail on design standards.</p>	<p><b>Complies with AO12.1 and AO12.2</b>                  As demonstrated in the attached <b>Park Schematic Design</b>, the proposed park in combination with the adjacent park, facilitates a park design that enables protection of a significant stand of trees and new planting to provide additional future shade trees.</p>
<p><b>PO13</b>                  Development ensures that the park is embellished to:</p> <ul style="list-style-type: none"> <li>a. provide a diversity of recreational experiences;</li> </ul>	<p><b>AO13.1</b>                  Development ensures that park embellishments in a non-trunk park are provided in compliance with the Park code.</p>	<p><b>AO13.3 Not Applicable</b>                  The proposed park is a trunk park.</p>

<p>b. ensure that park assets can be maintained over time;</p> <p>c. be a focal point for the local community incorporating features such as public art, and providing for activities, festivals and events;</p> <p>d. provide a range of park and visitor facilities such as playgrounds, park furniture, picnic nodes, recreation and sporting facilities.</p>	<p>Note—The public park infrastructure embellishment standards are contained within the Local government infrastructure plan.</p> <p><b>AO13.2</b>                  Development ensures that park embellishments in parks that form part of the public park network are provided in compliance with standards in the Local government infrastructure plan and the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO13.2</b>                  Embellishments will be provided in accordance with the desired standards of service. Please refer to Sections 2.3.3 and 4.1 of the Planning Report for further details.</p>
<p><b>PO14</b>                  Development ensures that the landscape works, improvements, maintenance and management requirements for the park are in compliance with relevant Council policies and guidelines.</p>	<p><b>AO14.1</b>                  Development ensures that the landscape works and improvements in the park are designed to:</p> <ol style="list-style-type: none"> <li>a. discourage graffiti on walls, for example, retaining walls and acoustic barrier fences;</li> <li>b. break up large areas of hard landscaping, for example, car parks;</li> <li>c. add visual interest and structure to extensive open areas;</li> <li>d. create new spaces, nodes or buffers within the open space;</li> <li>e. provide screening along site boundaries;</li> <li>f. enhance areas of retained vegetation;</li> <li>g. polish run-off from roads and car parks.</li> </ol> <p>Notes—</p> <ul style="list-style-type: none"> <li>• The preparation of a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>• The Infrastructure design planning scheme policy and Planting species planning scheme policy provides more detail on design standards.</li> </ul> <p><b>AO14.2</b>                  Development ensures that park maintenance and management requirements are considered in the planning and design of the park and are incorporated in Council's maintenance schedule.</p> <p>Notes—</p>	<p><b>Complies with AO14.1</b>                  The landscaping and embellishments within the proposed park will be provided in accordance with the desired standards of service. Refer to the attached <b>Park Schematic Design</b> for further information.</p> <p><b>Complies with AO14.2</b>                  The proposed park is considerate of future maintenance and management requirements. Refer to the attached <b>Park Schematic Design</b> for further information.</p>

	<ul style="list-style-type: none"> <li>• Preparing a park concept plan and landscape management and site works plan can assist in demonstrating compliance with this acceptable outcome.</li> <li>• The Infrastructure design planning scheme policy provides more detail on management and maintenance standards.</li> </ul>	
<p><b>PO15</b>                  Development ensures that environmental sustainability is promoted in the planning and design of the park.</p>	<p><b>AO15</b>                  Development ensures that the planning and design of the park incorporates environmentally sustainable practices, such as:</p> <ol style="list-style-type: none"> <li>a. use of local products and materials in the creation of the park;</li> <li>b. use of recycled, recyclable and durable materials;</li> <li>c. waste minimisation;</li> <li>d. use of renewable energy sources including solar energy;</li> <li>e. water conservation and re-use, including incorporation of rainwater tanks and rainwater use;</li> <li>f. park maintenance requiring low resource demands.</li> </ol>	<p><b>Complies with AO15</b>                  As per the <b>Park Schematic Design</b>, the proposed park supports a range of future embellishments. The detailed specification of these embellishments can include environmentally sustainable practices as identified in AO15.</p>
<p><b>PO16</b>                  Development creates a safe park environment by incorporating the key elements of crime prevention through environmental design.</p>	<p><b>AO16.1</b>                  Development ensures that the planning and design of the park incorporates the key elements of crime prevention through environmental design by:</p> <ol style="list-style-type: none"> <li>a. facilitating casual surveillance opportunities and including good sightlines to key activity areas such as car parks, pathways, public toilets and communal areas;</li> <li>b. defining different park uses through design and restricting access from park into adjoining private properties;</li> <li>c. promoting safety and minimising opportunities for graffiti and vandalism through exterior building</li> </ol>	<p><b>Complies with AO16.1</b>                  CPTED principles are incorporated through the design of surrounding development (public roads and residential lots) which supports casual surveillance.</p> <p>The park design incorporates key elements of crime prevention through environmental design by:</p> <ul style="list-style-type: none"> <li>▪ Maintaining good sightlines to areas within the park</li> <li>▪ Locating the park shelter and toilet adjacent to Peregrine Street,</li> </ul>

	<p>design, orientation of buildings and use of active frontages;</p> <p>d. ensuring key activity areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>e. including way-finding cues;</p> <p>f. minimising predictable routes and entrapment locations near key activity areas such as car parks, public toilets, ATMs and communal areas.</p> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</p> <p><b>AO16.2</b>                  Development ensures that the park has a minimum of 50% street frontage along its perimeter to enhance casual surveillance opportunities.                  Note—The Infrastructure design planning scheme policy provides more detail on access and road design standards.</p>	<ul style="list-style-type: none"> <li>▪ Providing a potential play space in an open area with maximum visibility.</li> <li>▪ Avoiding areas of entrapment.</li> </ul> <p><b>Complies with AO16.2</b>                  Frontage is provided to 50% of the parks perimeter.</p> <p><b>Complies with AO16.3</b>                  This outcome can be included as a Condition of Approval.</p>
<p><b>PO17</b>                  Development reduces the potential for graffiti and vandalism in the park through access control, canvas reduction and easy maintenance selection.</p>	<p><b>AO17</b>                  Development incorporates graffiti and vandalism prevention techniques in the layout, building or structure design and landscaping of the park, by:</p> <ul style="list-style-type: none"> <li>a. denying access to a potential canvas through access control techniques;</li> <li>b. reducing potential canvases through canvas reduction techniques;</li> </ul>	<p><b>Complies with AO17</b>                  Embellishments will be provided in accordance with the desired standards of service. Refer to the attached Park Schematic Design for further information.</p>

	<p>c. selecting easy maintenance techniques to ensure graffiti can be readily and quickly removed.</p> <p>Note—For guidance on graffiti and vandalism prevention techniques, refer to the Graffiti prevention planning scheme policy.</p>	
<p><b>PO18</b>                  Development ensures that the park is maintained until the title for the land comprising the park is transferred to Council.</p>	<p><b>AO18</b>                  Development ensures that the park is maintained by the developer during the on-maintenance phase, that is, the period following the installation of all park landscaping and infrastructure and while the park is publicly accessible and useable, to ensure it is functioning as planned and is safe to access and use.</p> <p>Note—The Infrastructure design planning scheme policy provides more detail on park maintenance standards.</p>	<p><b>Complies with AO18</b>                  This outcome can be included as a Condition of Approval.</p>

## 9.4.11 Transport, access, parking and servicing code

### 9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3—Performance outcomes and acceptable outcomes

Performance outcomes	Acceptable outcomes	Comments
<p><b>PO1</b>                      Development is designed:</p> <ol style="list-style-type: none"> <li>a. to include a technically competent and accurate response to the transport and traffic elements of the development;</li> <li>b. in accordance with the standards in the Transport, access, parking and servicing planning scheme policy;</li> <li>c. 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 Transport, access, parking and servicing planning scheme policy;</li> <li>• is certified by a Registered Professional Engineer Queensland that all plans, documents and dimensioned drawings comply with the requirements of this code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies with AO1</b>                      The road layout complies with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.</p>
<p><b>PO2</b></p>	<p><b>AO2</b>                      No acceptable outcome is prescribed.</p>	<p><b>PO2 Not Applicable</b>                      The proposed development is not of a major size.</p>

<p>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>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.</p>	<p><b>AO3.1</b>                  Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p><b>AO3.2</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.</p>	<p><b>Complies with AO3.1</b>                  All lots have frontage dimensions to allow site access to be located and designed in accordance with the standards in the Transport, Access, Parking and Servicing Planning Scheme Policy.</p> <p><b>AO3.2 Not Applicable</b>                  All lots will have direct access to the road network.</p>
<p><b>PO4</b>                  Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> <li>a. link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</li> <li>b. encourage walking and cycling;</li> <li>c. ensure pedestrian and cyclist safety;</li> <li>d. provide a direct and legible network.</li> </ul> <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	<p><b>AO4.1</b>                  Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> <li>a. create a walking or cycle route along the full frontage of the site;</li> <li>b. connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ul> <p><b>AO4.2</b>                  Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p><b>Complies with AO4.1</b>                  The proposal provides a footpath on one side of the new local road. The footpath will be constructed in accordance with the Infrastructure Design Planning Scheme Policy.</p> <p><b>Complies with AO4.2</b>                  The footpath will be constructed in accordance with the Infrastructure Design Planning Scheme Policy.</p>

	<p><b>AO4.3</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.</p>	<p><b>Complies with AO4.3</b>                  The footpath does not create potential entrapment areas, blind corners, or sudden changes in level that would restrict sightlines. Park design is addressed under the Park Planning and design Code.</p>
<p><b>PO5</b>                  Development provides secure and convenient bicycle parking which:</p> <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 storage area, end-of-trip facilities and the main area of the building;</li> <li>is easily and safely accessible from outside the site;</li> <li>does not impact adversely on visual amenity;</li> <li>does not impede the movement of pedestrians or other vehicles;</li> <li>is designed to comply with a recognised standard for the construction of bicycle facilities.</li> </ol> <p>Note—For a performance outcome relating to the number of bicycle parking spaces provided, the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO5.1</b>                  Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p><b>AO5.2</b>                  Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.</p> <p><b>AO5.3</b>                  Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p><b>AO5.4</b>                  Development provides visitor bicycle parking which does not impede pedestrian movement.</p> <p><b>AO5.5</b>                  Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO5.1 – AO5.5 Not Applicable</b>                  The proposed development is a residential subdivision. On-site bicycle parking and visitor bicycle parking is not required.</p>
<p><b>PO6</b>                  Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of</p>	<p><b>AO6</b>                  Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards</p>	<p><b>AO6 Not Applicable</b>                  The proposed development is for a residential subdivision, shower cubicles and lockers are not required.</p>

<p>predicted pedestrian and cyclist users.                  Note—For a performance outcome the application must demonstrate how the needs of the intended users of the site differ from the standard rates in the Transport, access, parking and servicing planning scheme policy.</p>	<p>in the Transport, access, parking and servicing planning scheme policy.</p>	
<p><b>PO7</b>                  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>AO7</b>                  Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Complies with AO7</b>                  The new local road and footpath will be constructed in accordance with the Infrastructure Design Planning Scheme Policy.</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>AO8</b>                  No acceptable outcome is prescribed.</p>	<p><b>Complies with PO8</b>                  Pedestrian and cyclist access will follow the road and shared pedestrian pathway networks.</p>
<p><b>PO9</b>                  Development provides access driveways in the road area that are located, designed and controlled to:</p> <ul 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 amenity of adjacent premises, from impacts such as noise and light.</li> </ul>	<p><b>AO9.1</b>                  No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).</p> <p><b>AO9.2</b>                  Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.</p> <p><b>AO9.3</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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO9.1 Not Applicable</b>                  The proposed development is a residential subdivision. All lots will be provided with adequate frontage to enable future construction of access in accordance with the requirements.</p> <p><b>AO9.2 Not Applicable</b>                  The proposed development is a residential subdivision. All future lots will be provided with adequate road frontage.</p> <p><b>AO9.3 Not Applicable</b>                  The proposed development is a residential subdivision. All lot driveways will comply.</p> <p><b>AO9.4 Not Applicable</b></p>

	<p><b>AO9.4</b>                  Development provides access driveways in the road area which:</p> <ul style="list-style-type: none"> <li>a. are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;</li> <li>b. are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</li> </ul>	<p>The proposed development is for a residential subdivision. All lots will be provided with adequate frontage to enable future construction of access in accordance with the requirements.</p> <p><b>AO9.5 Not Applicable</b>                  The proposed development is a residential subdivision and does not require shared access arrangements.</p>
<p><b>PO10</b>                  Redevelopment provides for:</p> <ul style="list-style-type: none"> <li>a. the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy;</li> <li>b. the reinstatement of adjacent footpaths.</li> </ul>	<p><b>AO10</b>                  No acceptable outcome is prescribed.</p>	<p><b>PO10 Not Applicable</b>                  The proposed development is for reconfiguring a lot. All lots will be provided with frontage to a new road.</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 Transport, access, parking and servicing planning scheme policy.</p> <p><b>AO11.2</b>                  Development ensures that convex mirrors are only used in a site:</p> <ul style="list-style-type: none"> <li>a. as a secondary support at access driveways;</li> <li>b. in addition to acceptable sight splays that comply with the sight distances standards in the</li> </ul>	<p><b>AO11.1 Not Applicable</b>                  The proposed development is a residential subdivision. All lot driveways will comply.</p> <p><b>AO11.2 Not Applicable</b>                  The proposed development does not require convex mirrors.</p>

	Transport, access, parking and servicing planning scheme policy.	
<p><b>PO12</b>                      Development in the City core and City frame as identified in Figure a provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.</p>	<p><b>AO12</b>                      Development in the City core and City frame as identified in Figure a provides maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.                      Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO12 Not Applicable</b>                      The site is not located within the City Core or City frame.</p>
<p><b>PO13</b>                      Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.</p>	<p><b>AO13</b>                      Development outside of the City core and City frame as identified in Figure a:                      a. provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or                      b. for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.                      Note—For accepted development subject to compliance with identified requirements including an existing premises, no reduction to existing car parking is required to comply with a maximum car-parking rate in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO13 Not Applicable</b>                      The proposed development is for a residential subdivision. The proposed residential lots are of a sufficient size to accommodate a minimum of 1 car space in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy.</p>
<p><b>PO14</b>                      Development ensures that the number of car parking spaces and design of the car parking area:                      a. meet the combined design peak parking demand for residential, visitor and business parking;</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><b>AO14.2</b></p>	<p><b>AO14.1 and AO14.2 Not Applicable</b>                      The proposed development is for a residential subdivision.</p>

<p>b. allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the Transport, access, parking and servicing planning scheme policy is to identify the appropriate number of car parking spaces to be provided.</p>	<p>Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	
<p><b>PO15</b>                  Development provides a car park layout which allows for on-site vehicle parking that:</p> <ul style="list-style-type: none"> <li>a. is clearly defined, safe and easily accessible;</li> <li>b. is designed to contain potential adverse impacts within the site;</li> <li>c. does not detract from the aesthetics or amenity of an area;</li> <li>d. discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</li> <li>e. is consistent with safe and convenient pedestrian and cyclist movement.</li> </ul>	<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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO15 Not Applicable</b>                  The proposed development is for a residential subdivision. Parking bays, queue areas and maneuvering areas are not required.</p>
<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</li> </ul>	<p><b>AO16 Not Applicable</b>                  The proposed development is for a residential subdivision, built form is not proposed.</p>

	<p>design and orientation of buildings and use of active frontages;</p> <p>d. ensuring publicly accessible areas such as car parks, pathways, public toilets and communal areas are well lit;</p> <p>e. including way-finding cues;</p> <p>f. minimising predictable routes and entrapment locations near public spaces such as car parks, public toilets, ATMs and communal areas.</p> <p>Note—For guidance in achieving the key elements of crime prevention through environmental design, refer to the Crime prevention through environmental design planning scheme policy.</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> <p>a. denying access to potential canvases through access control techniques;</p> <p>b. reducing potential canvases through canvas reduction techniques;</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 Graffiti prevention planning scheme policy.</p>	<p><b>AO17 Not Applicable</b>                  The proposed development is for a residential subdivision, built form is not proposed.</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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO18 Not Applicable</b>                  The proposed development is for a residential subdivision.</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</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</p>	<p><b>AO19.1 Not Applicable</b>                  The proposed development is for a residential subdivision, and a service bay is not required.</p>

<p>overhang the verge on a minor road 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 amenity of the surrounding area.</p>	<p>standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>b. is located away from street frontages and screened from adjoining premises.</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 Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO19.2 Not Applicable</b>                  The proposed development is for a residential subdivision, and on-site servicing facilities are not required.</p>
	<p><b>AO19.3</b>                  Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.</p>	<p><b>AO19.3 Not Applicable</b>                  The proposed development is for a residential subdivision, and service areas for refuse collection is not required.</p>
<p><b>PO20</b>                  Development provides service vehicle access routes to and from the site which minimise the impact on:</p> <p>a. amenity and safety in residential areas;</p> <p>b. streets not constructed to a standard that accommodate increased heavy vehicle movements.</p>	<p><b>AO20</b>                  Development ensures that service vehicles use the shortest and most direct route to the major road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>AO20 Not Applicable</b>                  The proposed development is for a residential subdivision.</p>
<p><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></p>		
<p><b>AO21.1 and AO21.1 Not Applicable:</b> The proposed development is for a residential subdivision.</p>		

**Schedule 12A, Part 2 – Assessment Benchmarks for Walkable Neighbourhoods**

<b>Assessment Benchmarks</b>	<b>Response</b>
<b>4 Connectivity</b>	
<p>The reconfiguration provides connectivity for pedestrians by—</p> <ul style="list-style-type: none"><li>a. ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and</li><li>b. ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration—<ul style="list-style-type: none"><li>i. connect to roads and footpaths in surrounding areas; or</li><li>ii. allow for connection to future roads and footpaths in surrounding areas.</li></ul></li></ul>	<p><b>Complies</b></p> <p>The proposed road extension supports continuation of a grid-like pattern established within the locality and is responsive to topography. The road layout will facilitate safe and efficient vehicle/pedestrian access throughout the site and connect to existing roads, footpaths and proposed new parkland, to the extent practical.</p>
<b>5 Maximum Length of Particular Blocks</b>	
<p>(1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of—</p> <ul style="list-style-type: none"><li>a. a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or</li><li>b. 250m.</li></ul> <p>(2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.</p>	<p><b>Complies</b></p> <p>The length of each boundary of a block for the reconfiguration does not exceed 250m.</p>
<b>6 Street Trees</b>	
<p>The reconfiguration provides shade for comfortable walking by—</p> <ul style="list-style-type: none"><li>a. if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or</li></ul>	<p><b>Complies</b></p> <p>Proposed verge widths and the spacing of driveways shall support appropriate tree planting.</p>

<p>b. otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road</p>	
<p><b>7 Footpaths</b></p>	
<p>The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring—</p> <ul style="list-style-type: none"> <li>a. for a new road used mainly for providing direct access to a created lot—a footpath is constructed— <ul style="list-style-type: none"> <li>i. if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or</li> <li>ii. otherwise—on at least 1 side of the new road; or</li> </ul> </li> <li>b. for another new road—a footpath is constructed on both sides of the road.</li> </ul>	<p><b>Complies</b></p> <p>The proposed layout will establish a footpath on 1 side of the proposed local road.</p>
<p><b>8 Parks and Other Areas of Open Space</b></p>	
<ul style="list-style-type: none"> <li>(1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public.</li> <li>(2) In this section— <ul style="list-style-type: none"> <li>a. an existing park; and</li> <li>b. a park, to be provided under a development approval, if development of the park has started; and</li> <li>c. land identified as a park in a local planning instrument; and</li> <li>d. land identified in an LGIP for public park infrastructure.</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p>All lots are within 400m walking distance of either a formalised park or open space network. The proposed development provides a new park lot.</p>