

LODGED

21/10/2019

BCC DS

## Code Assessment

**DOYEN**  
TOWN PLANNING CONSULTANTS



# Low Medium Density Residential Zone Code

Outcomes	Response
<p>(1) The purpose of the low-medium density residential zone is to provide for:</p> <ul style="list-style-type: none"> <li>(a) a variety of dwelling types, including dwelling houses and low to medium density multiple dwellings; and</li> <li>(b) community uses, and small-scale services, facilities and infrastructure, to support local residents.</li> </ul> <p><i>Note—Land in the Low-medium density residential zone is contained in either the Up to 3 storeys zone precinct, the 2 or 3 storey mix zone precinct or the 2 storey mix zone precinct.</i></p> <p><i>Note—As neighbourhood planning is undertaken by the Council, if it is considered that greater housing diversity would assist in meeting resident housing needs, and where it is not intended for the Traditional building character overlay to apply:</i></p> <ul style="list-style-type: none"> <li>• the 2 or 3 storey mix zone precinct or the 2 storey mix zone precinct may be applied to land suited to a house-sensitive scaled multiple dwelling and other residential accommodation options;</li> <li>• the Up to 3 storeys zone precinct may be applied to land suited to a low-medium rise, medium density multiple dwelling.</li> </ul> <p><i>Editor's note—Many sites in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone are currently identified on the Traditional building character overlay map. It is intended that over time the Traditional building character overlay map be reviewed, and that these sites be included in either the Character residential zone or be removed from the Traditional building character overlay map. Until such time, these sites are afforded the same degree of protection and character design consideration as any other site within the Traditional building character overlay.</i></p> <p>(2) The purpose of the zone will be achieved through overall outcomes for:</p> <ul style="list-style-type: none"> <li>(a) zone role;</li> <li>(b) development location and uses;</li> <li>(c) development form;</li> <li>(d) the following zone precincts: <ul style="list-style-type: none"> <li>(i) 2 storey mix zone precinct;</li> <li>(ii) 2 or 3 storey mix zone precinct;</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p>The proposal is for a Dual Occupancy</p>

<p>(iii) Up to 3 storeys zone precinct.</p> <p>(3) Zone role overall outcomes are:</p> <p>(e) Development in the zone supports the implementation of the policy direction set in the Strategic framework, in particular:</p> <p>(i) Theme 2: Brisbane's outstanding lifestyle and Element 2.2 – Brisbane's housing and accommodation choices;</p> <p>(ii) Theme 5: Brisbane's CityShape, Element 5.3 – Brisbane's Major Centres and Element 5.5 – Brisbane's Suburban Living Areas and Element 5.8 – Brisbane's Growth Nodes on Selected Transport Corridors.</p> <p>(4) Development location and uses overall outcomes are:</p> <p>(a) Development comprises a mix of low and low-medium rise, low-medium density residential development.</p> <p>(b) Development allows for urban consolidation and better use of physical and social infrastructure.</p> <p>(c) Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.</p> <p>(d) Development provides for co-existence of dwelling houses, dual occupancies or multiple dwellings.</p> <p>(e) Development retains an existing dwelling house that is located on land within the Traditional building character overlay, Heritage overlay or Pre-1911 building overlay.</p> <p>(f) Development for alternative housing types, such as rooming accommodation, a residential care facility or a retirement facility, which provide housing diversity and enable people to find suitable accommodation throughout their life cycle:</p> <p>(i) meets amenity expectations of residents;</p> <p>(ii) meets the bulk and building height requirements of the Multiple dwelling code or any applicable neighbourhood plan;</p> <p>(iii) is not adjoining a dwelling house if a retirement facility or rooming accommodation for 6 persons or more.</p> <p>(g) Development for complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to, nearby destinations such as hospitals and is located in highly accessible locations fronting an arterial or suburban road that carries more than 6,000 vehicles per day in the Up to 3 storeys zone precinct or the 2 or 3 storey mix zone precinct.</p> <p>(h) Development for a relocatable home park or tourist park may continue to operate and expand on existing sites in the Up to 3 storeys zone precinct or 2 or 3 storey mix zone precinct to provide housing diversity.</p>	<p><b>Complies</b></p> <p><b>Complies</b></p> <p><b>Complies</b></p> <p><b>Complies</b></p> <p><b>Not Applicable</b></p> <p><b>Not Applicable</b></p> <p><b>Not Applicable</b></p> <p><b>Not Applicable</b></p>
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(i) Development for a dwelling unit may occur as part of a non-residential use.	<b>Not Applicable</b>
(j) Development reflects and supports the level of comfort, quiet, privacy and safety (including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation) reasonably expected within a low-medium density, but predominantly permanent residential environment.	<b>Complies</b>
(k) Development for an active frontage use on land within the Active frontages in residential zones overlay is to comply with the Active frontages in residential zones overlay code.	<b>Not Applicable</b>
(l) Development for commercial character building activities on land within the Commercial character building overlay is to comply with the Commercial character building (activities) overlay code.	<b>Not Applicable</b>
(m) Development for a compatible and individual small-scale non-residential use which is a community care centre, community use, health care service, office, shop or veterinary service (together with any associated caretaker's accommodation or dwelling unit) where not on land within the Commercial character building overlay or the Active frontages in residential zones overlay, is to: (i) have a gross floor area of less than 250m <sup>2</sup> ; (ii) serve local residents' day-to-day needs; (iii) not undermine the viability of a nearby centre.	<b>Not Applicable</b>
(n) Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified on the Active frontages in residential zones overlay map or where located in two or more adjoining commercial character buildings.	<b>Not Applicable</b>
(o) Development for a home-based business may operate in a dwelling house, dual occupancy or multiple dwelling and is of a scale and nature that protects the amenity of adjoining residents.	<b>Not Applicable</b>
(p) Development for any other non-residential use serves a local community facility need only such as a childcare centre or a substation.	<b>Not Applicable</b>
(5) Development form overall outcomes are:	
(a) Development for a residential building occurs on appropriately sized and configured lots and is of a height, bulk, scale and form which is tailored to its specific location and to the characteristics of the site within the Low-medium density residential zone and the relevant zone precinct and reinforces a distinctive subtropical character of low to low-medium rise buildings with a landscaped streetscape and recreation areas.	<b>Complies</b>
(b) Development provides for a building to have a building height and bulk that responds to: (i) the nature of adjoining dwellings; (ii) site characteristics, including the shape, frontage, size, orientation, slope, and nature of adjoining dwellings.	<b>Complies</b>
(c) Development provides for setbacks which suitably buffer a residential use from an activity in an adjoining non-residential zone.	<b>Complies</b>
(d) Development supports a subtropical character by ensuring that:	<b>Complies</b>

<ul style="list-style-type: none"> <li>(i) the building form, spacing, orientation and design ensure dwellings are well designed and sensitive to the city's climate;</li> <li>(ii) residents on the site, as well as residents of existing or future dwellings on adjoining sites, have sufficient privacy and good access to daylight, sunlight and breezes to enable the intended use of indoor and outdoor spaces.</li> </ul>	
(e) Development provides quality private and public open spaces and landscaping, including deep planting that softens the scale of the dwellings, provides spaces for outdoor activity areas and encourages outdoor living.	<b>Complies</b>
(f) Development provides for a building design that interfaces with the street and other adjoining public spaces, including via habitable uses at ground level (with parking located below or behind buildings unless a dwelling house or dual occupancy) which provides surveillance and encourages activation of parks and streets.	<b>Complies</b>
(g) Development provides for a residential dwelling that fronts a heavily trafficked road or other noise source to be: <ul style="list-style-type: none"> <li>(i) suitably located and orientated on the site;</li> <li>(ii) designed and finished to minimise noise intrusion while maintaining some opportunities for interface with and surveillance of the street.</li> </ul>	<b>Not Applicable</b>
(h) Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by overlays affecting the site or in codes applicable to the development.	<b>Complies</b>
(6) 2 storey mix zone precinct overall outcomes are:	<b>Not Applicable</b>
(a) Development comprises a mix of dwelling types including dwelling houses, 2 storey low rise multiple dwellings (such as row houses) and dual occupancy at a house scale in the 2 storey mix zone precinct, to provide housing diversity, offering choice to different household types and individuals to suit residents through different life- cycle stages.	
(b) Development of low-rise, low-medium density residential buildings: <ul style="list-style-type: none"> <li>(i) are predominantly 1 or 2 storeys in height;</li> <li>(ii) are located on suitable sites, clustered around identified smaller centres, other destinations or facilities in suburban locations or along identified public transport corridors;</li> <li>(iii) provide a choice in housing form and size and housing adaptability that meet the needs of a diverse population;</li> <li>(iv) are in areas that are often surrounded by low density detached housing in the Low density residential zone.</li> </ul>	
(c) Development for a residential use other than a dwelling house makes a deliberate contribution to diversifying the housing stock available to suit residents at all life- cycle stages.	

<p>(d) Development of a new residential use other than a dwelling house, such as a multiple dwelling or dual occupancy, has a built form and design that is:</p> <ul style="list-style-type: none"> <li>(i) consistent with the character of a low density detached house style residential environment of 1 or 2 storeys;</li> <li>(ii) suited to smaller lot sizes.</li> </ul> <p>(e) Development incorporates a height and setback that provide a sensitive transition at the edge of the site to adjoining dwelling houses, ensuring that development is compatible in scale with adjoining dwelling houses, both within or adjoining the 2 storey mix zone precinct, in order to maintain appropriate levels of amenity and privacy to adjoining dwellings.</p>	
<p>(7) 2 or 3 storey mix zone precinct overall outcomes are:</p>	
<p>(a) Development comprises a mix of dwelling types including dwelling houses, 2 to 3 storey low rise multiple dwellings (such as apartments and row houses) and dual occupancy, to provide housing diversity and a sensitive transition both to adjoining sites that contain dwelling houses and between busier roads or centres and lower density residential areas.</p>	<p><b>Complies</b></p>
<p>(b) Development of low-medium rise, low-medium density residential buildings:</p> <ul style="list-style-type: none"> <li>(i) are of predominantly 2 storeys, or of up to 3 storeys in height where located within easy walking distance of a public transport node;</li> <li>(ii) are located on suitable sites, in accessible locations, near to public transport and larger centres or key destinations.</li> </ul>	<p><b>Complies</b></p>
<p>(c) Development for a residential use other than a dwelling house is of a scale and bulk that co-exists comfortably with an adjoining dwelling house, even though it might have a bulk and scale greater than a dwelling house.</p>	<p><b>Not Applicable</b></p>
<p>(d) Development design, height and setbacks provide a sensitive transition at the edge of the site to an adjoining dwelling house or land in a lower density zone or zone precinct.</p>	<p><b>Complies</b></p>
<p>(e) Development for a residential use other than for a dwelling house incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.</p>	<p><b>Complies</b></p>
<p>(f) Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture.</p>	<p><b>Complies</b></p>
<p>(8) Up to 3 storeys zone precinct overall outcomes are:</p>	<p><b>Not Applicable</b></p>
<p>(a) Development comprises predominantly 3 storey low-medium rise multiple dwellings (such as apartments and row houses) in Growth Nodes on Selected Transport Corridors and in well-located parts of the city, to provide housing diversity and a sensitive transition between significant centres or higher density residential areas and lower density residential areas.</p>	
<p>(b) Development of low-medium rise, medium density residential buildings:</p> <ul style="list-style-type: none"> <li>(i) are predominantly (but no more than) 3 storeys in height;</li> </ul>	

- (ii) are located on suitable sites, in well-located parts of the city, in close proximity to or on the periphery of significant centres, or along growth corridors.
- (c) Development incorporates a height and setback that:
  - (i) provides a sensitive transition at the edge of the zone or zone precinct to adjoining lower density zones or zone precincts;
  - (ii) responds to the existing and intended uses and built form in each particular adjoining zone.
- (d) Dwellings are a mix of apartment and row-house style multiple dwellings which are of a scale and bulk that enable the building to co-exist comfortably with existing dwelling houses and dual occupancy uses.
- (e) Development for a multiple dwelling or dual occupancy incorporates setbacks and landscaping which contribute to a cohesive and compatible human-scale streetscape.
- (f) Development responds to local characteristics, such as protection of view corridors, reinforces a green landscape character and responds to the surrounding character and architecture by having a smaller building envelope than in the Medium density residential zone, acknowledging this zone precinct's role for providing a sensitive transition to low density residential areas and its location within Growth Nodes on Selected Transport Corridors.

# Dual Occupancy Code

Performance Outcomes		Accepted Outcomes	Response
PO1	<p>Development has a site area and frontage width that is sufficient to:</p> <ul style="list-style-type: none"> <li>(a) accommodate the scale and form of dual occupancy buildings considering site features such as heritage or character buildings, significant vegetation and slope;</li> <li>(b) deliver useable private open space for each dwelling;</li> <li>(c) achieve safe and convenient vehicle access to the site;</li> <li>(d) accommodate on-site parking and vehicle manoeuvring for residents and visitors;</li> <li>(e) minimise the impact of new driveways on the streetscape and the availability of on-street parking;</li> <li>(f) not adversely impact on the amenity and privacy of adjoining residents.</li> </ul> <p>Note—Guidance on significant vegetation is provided in the Vegetation planning scheme policy.</p>	<p>AO1</p> <p>Development site area and frontage width meets the minimum requirements set out in:</p> <ul style="list-style-type: none"> <li>(a) a neighbourhood plan; or</li> <li>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.6.3.B.</li> </ul> <p>Note—The site frontage is measured at the property line on the primary road boundary.</p>	<p><b>Complies</b></p> <p>The subject site is 625m<sup>2</sup> and has a frontage which has been surveyed at 16.79m.</p> <p>The requirements set out in the table are 600m<sup>2</sup> and 15m minimum. The neighbourhood plan does not stipulate sizes for this lot.</p>

PO2	Development in the Infill housing zone precinct of the Character residential zone respects the intensity and form of the neighbourhood and demonstrates appropriate development intensity.	AO2	Development in the Infill housing zone precinct of the Character residential zone is limited to 1 dwelling per 300m <sup>2</sup> of site area.	<b>Not Applicable</b> The site is zones LMR.
PO3	Development is of a bulk and scale that is consistent with the intended form and character of the local area having regard to: (a) existing buildings that are to be retained; (b) significant infrastructure or service constraints such as tunnels; (c) existing and proposed building heights in the local area and street; (d) the impact of slope on the building envelope; (e) adjoining buildings and separation of buildings to maintain amenity and privacy.	AO3	Development is contained within the building envelope for the site created by applying: (a) the maximum building height; (b) front, rear and side boundary setback requirements; (c) acceptable outcomes for built to boundary walls.  Refer to Figure a.  Note—This acceptable outcome can be demonstrated by the preparation of a building envelope plan, elevations and sections.	<b>Complies</b> The proposal complies with setback provisions.
PO4	Development has a building height which is consistent with the streetscape, local context and	AO4.1	Development has a maximum building height that complies with: (a) a neighbourhood plan; or	<b>Complies</b> The proposal is 2 storey in height and less than 9.5m.

	<p>intent for the area having regard to:</p> <ul style="list-style-type: none"> <li>(a) proximity to high-frequency public transport services;</li> <li>(b) the predominant height of existing or approved buildings in the street;</li> <li>(c) providing appropriate separation and a sensitive transition between houses and higher scale building forms;</li> <li>(d) street conditions such as street width;</li> <li>(e) the topography of the area and site slope;</li> <li>(f) view points and corridors;</li> <li>(g) solar access to adjoining residences.</li> </ul>		<p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.6.3.B.</p> <p>Editor's note—The site frontage is measured at the property line on the primary road boundary.</p>	
		AO4.2	<p>Development in the 2 or 3 storey mix zone precinct of the Low-medium density residential zone where adjoining a lot containing a dwelling house (where no approval for development other than a dwelling house exists) has a building height within 10m of the common boundary that does not exceed 9.5m or 2 storeys.</p>	<p><b>Complies</b></p> <p>The proposal is 2 storey in height and less than 9.5m.</p>
PO5	<p>Development provides a front boundary setback that:</p> <ul style="list-style-type: none"> <li>(a) defines the street edge;</li> <li>(b) creates a clear threshold and transition from public to private space;</li> <li>(c) assists in achieving visual privacy to ground-storey dwellings from the street;</li> </ul>	AO5	<p>Development provides a street frontage setback that complies with:</p> <ul style="list-style-type: none"> <li>(a) a neighbourhood plan; or</li> <li>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.6.3.C.</li> </ul>	<p><b>Complies</b></p> <p>The proposal has a frontage setback of 6m to OMP wall.</p>

	(d) relates to the existing streetscape and setback pattern.			
PO6	<p>Development provides a rear boundary setback that:</p> <p>(a) provides for open space and landscaping;</p> <p>(b) supports the separation of buildings to provide visual and acoustic privacy without reliance on screening;</p> <p>(c) maximises the opportunity to retain and protect significant vegetation or establish large subtropical shade trees.</p> <p>Note—Guidance on significant vegetation is provided in the Vegetation planning scheme policy.</p>	AO6.1	<p>Development provides a rear boundary setback that complies with:</p> <p>(a) a neighbourhood plan; or</p> <p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.6.3.C.</p>	<p><b>Complies</b></p> <p>The proposal includes a setback of 6m to alfresco area and 9m to wall.</p>
		AO6.2	<p>Development in a newly developing or large-scale infill development area on a lot with an average depth of 25m or less, except where adjoining an existing dwelling house, provides a rear boundary setback that is:</p> <p>(a) 3m, where the building is 1 storey and less than 4.5m in building height; or</p> <p>(b) 4.5m, where the building is 2 storeys and less than 7.5m in building height.</p>	<p><b>Not Applicable</b></p> <p>The proposal complies with AO6.1</p>
PO7	<p>Development provides side boundary setbacks that:</p> <p>(a) minimise the impact of development on the amenity and privacy of adjoining residents;</p> <p>(b) contribute to the rhythm and pattern of the streetscape in</p>	AO7	<p>Development provides side boundary setbacks that comply with:</p> <p>(a) a neighbourhood plan; or</p> <p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the requirements set out in Table 9.3.6.3.C.</p> <p>Refer to Figure b and Figure c.</p>	<p><b>Complies with PO</b></p> <p><u>Outside Boundaries</u></p> <p>The proposed lower floor has a setback of 1.5m and the proposed upper floor has a setback of 2m.</p> <p>On the elevations, markings are provided to show where 4.5m and 7.5m above NGL is located.</p>

	<p>keeping with the intended neighbourhood character;</p> <p>(c) provide for natural light, sunlight and breezes.</p>		<p>Based on the these lines, there is approximately 100mm on both the lower and upper floors which exceeds 4.5m/7.5m and therefore does not comply with the required side setbacks.</p> <p>The excess height is a result of the dwelling being lifted for the purposes of flood immunity, and therefore a 100mm discrepancy is negligible.</p> <p><u>Common Boundary</u> On the internal boundary, the garages are proposed to meet at the boundary, with the separation between the two buildings being 0.8m along the remainder of the building for both levels.</p> <p>Typically a Dual Occupancy would be joined through the common boundary for ease of build and ease of design – this design is consuming the additional cost by separating the buildings to provide more natural light and provide an area screened from the street and private open spaces for utilities such as the hot water system and air conditioning unit.</p> <p><u>Response to PO</u> In addressing the PO, the following points are made to demonstrate that compliance is met:</p>
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				<ul style="list-style-type: none"> <li>• Where setbacks are less than those identified in the table, they are located on the common boundary as to ensure that no impact to adjoining neighbours occurs (protection of amenity and privacy).</li> <li>• The external non-compliant areas facing adjoining dwellings is negligible at approximately 100mm – this height will not be identifiable to the eye once constructed.</li> <li>• The property adjoining the Southern boundary has recently been constructed to meet flood levels – it is expected that the heights of this adjoining building would be similar to those proposed with the current development. This eliminates any risk of overshadowing or overbearing construction, this further contributes to the existing rhythm and pattern of the streetscape. This is further extended into the remainder of the street which has largely been modernised in a similar nature to that proposed with this project – the adjoining property to the north is one of the few sites which has not yet been developed and now identifies as the inconsistency in the streetscape.</li> </ul>
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				<ul style="list-style-type: none"> <li>The proposal is separated through the middle of the dual occupancy which is not typical for this type of project – this allows additional sunlight, natural light and breeze into the dwelling.</li> </ul>
PO8	Development in the Low density residential zone or Character residential zone provides side boundary setbacks that reflect the character and form intended for these areas that is generally characterised by separate buildings.	AO8	<p>Development in or adjoining the Low density residential zone or Character residential zone:</p> <p>(a) does not incorporate built to boundary walls; or</p> <p>(b) incorporates a built to boundary wall only where the built to boundary wall matches the extent of an existing built to boundary wall on the adjoining property; or</p> <p>(c) includes a maximum of one built to the boundary wall on a side boundary where the owner of an adjoining premises does not object.</p> <p>Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.</p>	<p><b>Not Applicable</b></p> <p>Not within identified zones.</p>
PO9	Development in the Low–medium density residential zone, Medium density residential zone or High density residential zone provides side boundary setbacks at ground-storey level that reflect a more	AO9	Development in the Low–medium density residential zone, Medium density residential zone or High density residential zone:	<p><b>Complies</b></p> <p>The proposal has a built to common boundary garage wall limited to one side boundary.</p>

	intense form of development and may include built to boundary walls.		<p>(a) may incorporate built to boundary walls located on both side boundaries; or</p> <p>(b) does not incorporate built to boundary walls where adjoining premises are located in the Low density residential zone or Character residential zone unless the owner of the adjoining premises does not object to a building being located less than 1.5m from their side boundary.</p> <p>Editor's note—Confirmation in writing in the form of a statutory declaration from the registered owner of the adjoining premises is required to be submitted to demonstrate compliance.</p>	
PO10	Development that involves built to boundary walls does not impact on the amenity or privacy of residents of adjoining premises.	AO10.1	<p>Development ensures that a built to boundary wall is:</p> <p>(a) for non-habitable rooms or spaces only where the adjoining lot is more than 300m<sup>2</sup>;</p> <p>(b) not located within 1.5m of a window of a habitable room in an adjoining dwelling house;</p> <p>(c) not located within the front or rear boundary setbacks;</p> <p>(d) where on the side boundaries of a corner lot, located towards the front of the lot and separated;</p>	<p><b>Complies</b></p> <p>The proposed built to boundary walls are for garage spaces, not located within 1.5m of habitable rooms, not located within front or rear boundary setbacks, not located on a corner lot, no more than 3m in height and are constructed from pre finished material.</p>

			<p>(e) a maximum height of 3m from the ground level;</p> <p>(f) low maintenance and constructed of pre-finished materials.</p> <p>Refer to Figure d.</p>	
		AO10.2	<p>Development ensures a built to boundary wall has a maximum length of:</p> <p>(a) 15m, where located in the Low-medium density residential zone, Medium density residential zone or High density residential zone; or</p> <p>(b) 9m, where permitted in the Low density residential zone or Infill housing zone precinct of the Character residential zone.</p>	<p><b>Complies</b></p> <p>Built to boundary wall is less than 15m.</p>
PO11	<p>Development ensures that the proportion of buildings to open space and landscaping on a site:</p> <p>(a) is in keeping with the intended form and character of the local area and immediate streetscape;</p> <p>(b) provides for a high level of residential amenity including access to natural light, sunlight and breeze;</p> <p>(c) supports outdoor subtropical living and subtropical planting.</p>	AO11	<p>Development has a building footprint or site cover that complies with the requirements set out in:</p> <p>(a) a neighbourhood plan; or</p> <p>(b) if no neighbourhood plan applies or no requirements are specified in the neighbourhood plan, the maximum building footprint is 50%.</p>	<p><b>Complies</b></p> <p>Site cover is 49% as depicted in the proposal plans.</p>

PO12	Development is of a bulk and scale akin to a domestic dwelling and minimises overbearing development for adjoining dwelling houses and their private open space.	AO12	<p>Development results in a combined total length of the building or building components that does not exceed 25m.</p> <p>Note—Length includes garages, decks, balconies, verandahs and other projections. Length excludes eaves and sunhoods.</p>	<p><b>Complies with PO</b></p> <p>The combined building is 25.11m in length which marginally exceeds the 25m acceptable outcome by 11cm.</p> <ul style="list-style-type: none"> <li>• The additional length does not result in additional impacts to adjoining properties.</li> <li>• The additional length is limited to the ground floor.</li> <li>• The buildings continue to resemble a domestic dwelling.</li> <li>• 11cm will not cause noticeable impacts to the adjoining properties.</li> <li>• Rear decks have screening preventing overlooking of adjoining properties.</li> </ul>
PO13	<p>Development provides open space and landscaping that:</p> <p>(a) comprises primarily private open space;</p> <p>(b) provides residents with useable private outdoor space;</p> <p>(c) provides outlook for dwellings;</p> <p>(d) provides deep-planting areas to retain significant vegetation to protect or establish large subtropical shade trees;</p>	AO13.1	<p>Development provides private open space which comprises:</p> <p>(a) for ground-floor dwellings, a minimum area of 35m<sup>2</sup> and a minimum dimension of 3m, of which a minimum of 12m<sup>2</sup> is covered;</p> <p>(b) for dwellings above ground floor, a balcony with a minimum area of 16m<sup>2</sup> and a minimum dimension of 3m.</p> <p>Note—The measurement of private open spaces must not include areas for utilities such as hot water systems, air-</p>	<p><b>Complies</b></p> <p>Private open space exceeds the nominated requirements. Private open space is shown on the proposal plans and dimensioned.</p>

	<p>(e) reduces a site's impervious areas;</p> <p>(f) provides natural shade to mitigate heat island impacts.</p> <p>Note—Guidance on significant vegetation is provided in the Vegetation planning scheme policy.</p>		conditioning units, rainwater tanks or other utilities.	
		AO13.2	Development incorporates private open space that is directly accessible from the main internal living space and is located with a north or east orientation.	<p><b>Complies</b></p> <p>Private open space is available directly off the rear of the dwellings, accessible directly from living areas.</p>
		AO13.3	<p>Development locates open space and landscaping to:</p> <p>(a) protect and retain significant vegetation;</p> <p>(b) provide an opportunity for the establishment of large subtropical shade trees;</p> <p>(c) provide an opportunity for the co-location of deep planting areas to support the retention of significant vegetation and establish large subtropical shade trees within the street or on adjoining premises.</p>	<p><b>Complies</b></p> <p>(a) no significant vegetation on the site is available to be retained</p> <p>(b) An opportunity to establish large subtropical shade trees is provided on the site</p> <p>(c) Large subtropical shade trees can be established on the street</p> <p>Note: It is expected that the application will be conditioned for self-assessable landscaping. A concept landscape plan is provided for review as part of the DA which demonstrates that substantial landscaping areas can be established on the site.</p>
PO14	Development minimises the impact of car parking on the streetscape.	AO14	<p>Development for covered car parking on a site is:</p> <p>(a) located behind the front building line;</p> <p>(b) not more that 40% of the street frontage.</p>	<p><b>Complies with PO</b></p> <p>The proposal includes off street parking for two vehicles in each dwelling resulting in two double garages side by side. This outcome matches that of the adjoining site and meets the intended outcome for the site as identified within the PO for the following reasons:</p> <ul style="list-style-type: none"> <li>The parking is located beneath the upper level to provide separation cues and shading.</li> </ul>

				<ul style="list-style-type: none"> <li>• The impact of vehicle parking within a garage provides significantly less impact to the streetscape than vehicles sprawled across the driveway and perpendicular to the gutter.</li> <li>• The provision of tandem parking or communal parking lengthways along the site as many unit developments provide is not possible on this site due to the importance of not impeding flood waters.</li> <li>• The developer is proposing two town houses as opposed to a single solid block of units – a better outcome for the streetscape.</li> <li>• The local community prefers off street parking with new developments.</li> <li>• The street is currently crowded with vehicles and difficult to manoeuvre. The proposed dwelling assists with alleviating this issue.</li> </ul>
PO15	Development ensures that a building is orientated to the street to facilitate casual surveillance of the street and to provide visual interest.	AO15.1	Development results in the entry to each dwelling being covered, lit and visible from the street.	<p><b>Complies</b></p> <p>Entries to the dwellings are via the raised deck spaces that proceed along either garage – these will have lighting cues to clearly define them as the entry points to the dwellings.</p>

		AO15.2	<p>Development has windows or balconies on the facades facing the street.</p> <p>Note—This acceptable outcome/performance outcome is not applicable for a dual occupancy dwelling located at the rear of the site.</p>	<p><b>Complies</b> The proposals both have balconies and windows which overlook the street.</p>
PO16	<p>Development ensures that front boundary fencing:</p> <p>(a) facilitates casual surveillance of the street;</p> <p>(b) enables the use of private open space;</p> <p>(c) assists in highlighting entrances to the property;</p> <p>(d) provides a positive interface to the streetscape.</p> <p>Refer to Figure e.</p>	AO16.1	<p>Development ensures that:</p> <p>(a) the height of a new fence on a street frontage is a maximum of:</p> <p>(i) 1.2m, where fence construction is solid or less than 50% transparent;</p> <p>(ii) 1.5m, where fence construction is at least 50% transparent;</p> <p>(iii) 1.8m and solid, where the site is on an arterial road; or</p> <p>(iv) no fencing is provided.</p>	<p><b>Complies</b> No front fence is proposed</p>
		AO16.2	<p>Development ensures that where a solid front fence or wall above 1.2m high and longer than 10m is provided, indentations of a minimum depth of 0.5m, material variation or landscaping are provided to add visual interest and soften the visual impact.</p>	<p><b>Not Applicable</b> No front fence is proposed</p>
		AO16.3	<p>Development ensures that side fencing provided in front of the main building line on the front boundary is not more than 1.2m high where solid or 1.5m where 50%</p>	<p><b>Complies</b> All side boundary fencing is 50% transparent as noted on proposal plans.</p>

			transparent to the front boundary, except where it has a noise mitigation function.	
PO17	Development minimises direct overlooking between dwellings via building siting and layout and the design of windows, balconies and screening devices.	AO17.1	<p>Development that is within 2m for the ground storey, or 9m for storeys above, of a neighbouring dwelling house (refer to Figure f) incorporates windows, decks, balconies, terraces or roof decks that:</p> <p>(a) are offset from the window of a habitable room in the adjacent dwelling house to limit direct outlook; or</p> <p>(b) where a window:</p> <p>(i) has a sill height of 1.5m above the floor level of that storey; or</p> <p>(ii) is covered by fixed obscured glazing in any part of the window below 1.5m above floor level of that storey; or</p> <p>(iii) has fixed external screens; or</p> <p>(iv) where at the ground storey, are screened by fencing to a height of 1.8m above ground level.</p> <p>(c) where a deck, balcony, terrace, or roof deck, has fixed screening.</p> <p>Refer to Figure f.</p>	<p><b>Complies</b> Refer to elevations</p>
		AO17.2	Development ensures that a roof deck or viewing platform is:	<p><b>Not Applicable</b> Not proposed.</p>

			<p>(a) set back a minimum of 1.5m from the side boundary;</p> <p>(b) no more than 7m above ground level or on an upper storey roof, whichever is the lesser.</p> <p>Note—Screening provisions apply to these spaces to the side boundary, in order to protect adjoining residents' amenity and privacy.</p>	
		AO17.3	Development that results in a direct view from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces and decks in an adjacent dwelling, including screening from floor level to 1.5m above floor level.	<b>Complies</b> 1500mm high screening is provided to the rear alfresco areas in accordance with the AO provisions.
		AO17.4	<p>Development incorporates screening devices that are:</p> <p>(a) solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, that are permanently fixed and durable (refer to Figure f);</p> <p>(b) offset a minimum of 0.3m from the face of any window;</p> <p>(c) hinged or otherwise attached to facilitate emergency egress.</p>	<b>Complies</b> Refer to proposal plans for screening visual.
PO18	Development is located to achieve the air quality (planning) criteria in	AO18	Development is located at least 150m from a spray painting workshop.	<b>Complies</b>

	<p>Table 9.6.3.6.D and odour criteria in Table 9.3.6.3.E.</p> <p>Note—An air quality impact report prepared in accordance with the Air quality planning scheme policy can assist in demonstrating achievement of this performance outcome.</p>		<p>Note—This distance is to be measured between the building containing the spray painting workshop and the property boundary of the sensitive use.</p>	<p>It is not believed that any spray paint workshop is located within 150m of the site.</p>
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# Subdivision Code

Performance Outcomes		Accepted Outcomes		Response
PO1	Development creates a lot with dimensions which enable lawful uses appropriate to the intended use and consistent with zones, zone precincts, neighbourhood plans and overlays which apply to the site and are intended for the locality under the planning scheme.	AO1.1	Development provides lots which enable the relevant outcomes and standards required by the planning scheme to be complied with for the intended use.	<b>Complies</b> The proposed lots exceed size requirements.
		AO1.2	Development provides lots with dimensions in compliance with Table 9.4.10.3.B.	<b>Complies</b> The proposal exceeds the dimensions identified in the table.
		AO1.3	<p>Development involving a building or structure that is not intended for common use and sharing by a formal title arrangement such as a shared wall between attached dwelling houses and a volumetric lot, reconfiguring a lot does not result in development being located across a boundary or within a setback required by the planning scheme.</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 is intended on a proposed lot to involve work for a shared wall, built to the boundary wall or other structure and work (other than a fence) on or near to the 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</p>	<b>Complies</b> The fence is the only part of the proposal that is located on the boundary which forms common property.

			<p>position identified by the preceding development approval, 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>	
		AO1.4	<p>Development ensures that each lot is provided with:</p> <p>(a) direct access to a formed public road which is not directly from a major road; or</p> <p>(b) access to a formed public road via a formal access arrangement registered on a title over another lot, a reciprocal access easement or common property which meets the standard vehicle type requirements for the zone and zone precinct applicable to the site and the intended use.</p>	<p><b>Complies</b></p> <p>The proposed lots include individual crossovers to the minor road.</p>
		AO1.5	<p>Development requiring a building envelope plan or a development footprint plan ensures the building envelope plan or development footprint plan is shown on the plan of subdivision to be registered for the lot.</p>	<p><b>Not Applicable</b></p> <p>Not proposed</p>

			<p>Note—A building envelope plan or a development footprint plan can be a means of addressing a range of site development matters. Other parts of this code and other codes 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>	
PO2	<p>Development ensures that the lot size and layout minimises impacts from cutting, filling, retaining walls and earthworks.</p> <p>Development ensures cutting and filling for the development of canals or artificial waterways avoids adverse impacts on coastal resources and processes.</p>	AO2.1	<p>Development ensures that any cutting, filling, retaining walls and earthworks have maximum vertical and horizontal dimensions of 1m either as a single element or a step in a terrace or series of terraces.</p> <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><b>Complies with PO</b></p> <p>The proposal includes filling beneath the garage pads which exceeds 1m by a minor amount – stepping the fill will increase the impedance into the overland flow area. The minor increase in height is considered to ensure that minimisation of impacts to the site occurs from the filling and excavation, in accordance with the intended outcome of the PO.</p> <p>Refer to further assessment within Filling and Excavation Code.</p>
		AO2.2	<p>Development provides an area of a minimum rectangular dimension identified in Table 9.4.10.3.B which is located in the lot on land with an existing slope of less than 1 in 5 prior to any cutting, filling, retaining walls or earthworks.</p>	<p><b>Complies</b></p> <p>The site provides this area prior to any works being completed – the works are proposed to address the flood impacts of the site. Consideration has been given to this application as a whole, in that the proposed structures will be tied to the subdivision</p>

				approval, and the fill works are directly associated to the structures.
		AO2.3	Development involving a lot with an area less than 450m <sup>2</sup> is located on a site with: (a) a maximum average slope on the shortest lot axis of 1 in 10; (b) a maximum average slope on the long axis of 1 in 15.	<b>Complies</b> The site is relatively flat
		AO2.4	Development ensures that no crest of any cut or toe of any fill is located closer than 0.6m to any lot boundary.	<b>Complies</b> Refer to proposal plans
		AO2.5	Development does not involve the creation of canals or artificial waterways.	<b>Complies</b> Not proposed
PO3	Development provides lot access which is designed: (a) for the appropriate type of vehicle, pedestrian and cyclist use of the site; (b) to be safe for the vehicles, buses, pedestrians and cyclists expected to be accessing the lot; (c) to maintain the safety and efficiency of the movement network for vehicles, buses, pedestrians and cyclists.	AO3.1	Development provides lot access for a vehicle which is not directly from a major road.	<b>Complies</b> Access is to a minor road.
		AO3.2	Development provides access to each lot in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Complies</b> Refer to TAPS Code assessment
PO4	Development provides land for the delivery of infrastructure and services.	AO4.1	Development provides land for infrastructure and services in compliance with the: (a) Local government infrastructure plan; (b) standards in the Infrastructure design planning scheme policy; (c) Refuse planning scheme policy;	<b>Complies</b> Refer to associated secondary code assessment.

			(d) Transport, access, parking and servicing planning scheme policy; (e) other codes and planning scheme policies which apply to the site.	
		AO4.2	Development provides a stormwater system in compliance with the standards in the Stormwater code which has sufficient capacity to enable lawful uses appropriate to the intended use for the locality under the planning scheme.	<b>Complies</b> Refer to associated secondary code assessment.
Additional performance outcomes and acceptable outcomes if rearranging the boundaries of a lot				
PO5	Development provides for safe and healthy occupation of the lots relative to risks, hazards and land uses that adversely affect the normal occupation of the lot by the intended land use and activities associated with that use.	AO5	Development ensures the lot density, location, arrangement and dimensions addresses potential adverse impacts on the normal occupation of the lot for its intended use and associated activities by: (a) identifying the sources of potential hazards including air, noise, dust, light, contaminated land and electromagnetic emissions; (b) avoiding the hazard; (c) including buffers and structures to mitigate the hazard.  Note—Information about potential risks and hazards and how these are addressed is provided in overlays and neighbourhood plans. There may however be other risks and hazards that are apparent as part of the analysis of the site and its surrounds, assessment of the development or changed circumstances not reflected in the planning scheme.	<b>Not Applicable</b> Rearrangement is not proposed.
PO6	Development provides for the rearrangement of a lot boundary which results in the lot having a dimension and size that is consistent	AO6.1	Development ensures that no additional lots are created.	<b>Not Applicable</b> Rearrangement is not proposed.

	with a lawful use intended for the site and locality.			
		AO6.2	Development which is located in an established area ensures that the pattern, character arrangement, size and configuration of lots is consistent with the established area.	<b>Not Applicable</b> Rearrangement is not proposed.
Additional performance outcomes and acceptable outcomes if creating an easement giving access to a lot from a constructed road				
PO7	Development provides an access easement which: (a) is of an adequate width; (b) is constructed to a standard appropriate to the situation; (c) does not result in unreasonable detriment or nuisance to an adjacent premises.	AO7.1	Development provides an access easement which is in compliance with the standards in the road corridor design section of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> No easements are proposed for access
		AO7.2	Development provides an access easement which is located as far away as practicable from an existing or proposed dwelling.	<b>Not Applicable</b> No easements are proposed for access
Additional performance outcomes and acceptable outcomes if involving a volumetric subdivision				
PO8	Development ensures that the subdivision of the space above or below the surface of the land facilitates efficient development in accordance with the outcomes of the zones, zone precincts, neighbourhood plans and overlays applicable to the site and the locality.	AO8	Development ensures lots retain reasonable and practical access appropriate to their current and future intended use.	<b>Not Applicable</b> No volumetric components are proposed
Additional performance outcomes and acceptable outcomes if involving a site in 2 or more zones, zone precincts, neighbourhood plan precincts or overlay sub-categories				
PO9	Development ensures that a subdivision involving land included in 2 or more zones, zone precincts, a neighbourhood plan precinct or overlay sub-categories provides for different lot design requirements which are applicable to the zones, zone precincts, neighbourhood plans	AO9.1	Development ensures that the boundary between the zones, zone precincts, neighbourhood plans, overlays and land uses are reflected in the design, arrangement and boundaries for proposed lots to the extent relevant.	<b>Not Applicable</b> Single zone

	and overlays and the lawful uses intended for the site and the locality.			
		AO9.2	Development includes separation, buffer management zones or other means to address any adverse amenity, health or safety impacts caused by an adjacent use.	<b>Not Applicable</b> Single zone
		AO9.3	Development provides lot dimensions and size in each different zone, zone precinct, neighbourhood plan and land use that is in compliance with Table 9.4.10.3.B.	<b>Not Applicable</b> Single zone
Section B—Transport, traffic and movement outcomes for reconfiguring a lot involving the creation of 10 or more lots, a road reserve or a lot for a new road, bikeway or pedestrian route				
PO10	<p>Development ensures that the transport network and all its elements is designed to:</p> <ul style="list-style-type: none"> <li>(a) have a clear hierarchical structure using the existing network classification;</li> <li>(b) provide a high level of internal accessibility and good external connections for local vehicle, pedestrian and bicycle networks;</li> <li>(c) include a minor road network that creates convenient and safe movement between uses and to major roads;</li> <li>(d) contribute to the bicycle network;</li> <li>(e) cater for design vehicles based on the road hierarchy classification of the road network and the expected vehicle, pedestrian and cyclist use of the site and surrounding premises;</li> <li>(f) have an adequate horizontal and vertical alignment which complies with the design speed;</li> </ul>	AO10.1	<p>Development provides a transport network that aligns with and integrates with the surrounding transport network (and completes relevant elements of this network where necessary) shown in:</p> <ul style="list-style-type: none"> <li>(a) the Road hierarchy overlay map;</li> <li>(b) the Bicycle network overlay map;</li> <li>(c) the Streetscape hierarchy overlay map infrastructure;</li> <li>(d) a preliminary approval or approved plan over the subject site;</li> <li>(e) preliminary approvals and development approvals on land around the subject site;</li> <li>(f) neighbourhood plans and/or structure plans or other plans agreed by the Council;</li> <li>(g) a traffic impact assessment report in accordance with the Transport, access, parking and servicing planning scheme policy and the report outcomes as agreed by the Council.</li> </ul>	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.

<p>(g) have intersections which are designed to best-practice engineering standards;</p> <p>(h) have safe vehicular access to each lot if access is allowed;</p> <p>(i) ensure speed management is achieved by geometric design and arrangement of roads and paths to meet the vehicle design speed, deter through traffic and create safe conditions for vehicles, pedestrians and cyclists and the nature of uses intended for the site and locality;</p> <p>(j) provide safe pedestrian and cyclist crossings;</p> <p>(k) minimise the need for earthworks;</p> <p>(l) provide minor roads adjoining the park network.</p> <p>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.</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>Note—This 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;</li> <li>• and is certified by a Registered Professional Engineer Queensland that any computer modelling input and output data is accurate, reasonable and carried out in accordance with sound traffic engineering practices.</li> </ul>	
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		AO10.2	Development provides a transport network which is laid out and designed in compliance with the relevant standards and specifications identified in the planning scheme.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.3	Development provides roads that are designed in compliance with the standards in the:  Infrastructure design planning scheme policy; and Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.4	Development ensures that cut and fill for construction of transport network elements is less than 1m in height.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.5	Development provides a road network design which prevents the need for traffic-calming devices to manage vehicle design speed, deter through-traffic and create safe conditions for pedestrians and cyclists.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.6	Development provides a minor road which: (a) adjoins a minimum of 50% of the edge of a park; (b) has an interface that is evenly distributed across the edge of the park network.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.7	Development provides vehicle access to a residential lot which: (a) has a slope of less than 1v:6h; (b) does not require cut and fill in excess of 1m in height.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
		AO10.8	Development provides safe sight distances, based on the vehicle speed, at the following: (a) an access point to a lot; (b) a junction and an intersection, including a corner truncation; (c) a pedestrian or cyclist crossing.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.

PO11	Development provides a transport network which has permeability, connectivity and safety for vehicles, pedestrians and cyclists.	AO11.1	<p>Development ensures that a cul-de-sac is not included in design unless a physical feature naturally breaks the continuance of the road network and no alternative arrangement is possible.</p> <p>Note—Physical features include waterways, parks and major changes in land use such as residential changing to industrial which are to be demonstrated in the development application. While the road network may have a cul-de-sac; the pedestrian and bicycle network may not.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
		AO11.2	<p>Development ensures that if a cul-de-sac is required based on there being no other practical option:</p> <ul style="list-style-type: none"> <li>(a) for residential development, the cul-de-sac accommodates a maximum of 200 vehicle movements per day;</li> <li>(b) for an industrial area, the cul-de-sac does not support more than 1000 vehicle movements per day;</li> <li>(c) at the head of the cul-de-sac, connections with a direct line of sight are provided to the through-streets for pedestrians and cyclists;</li> <li>(d) a residential cul-de-sac head is visible from the cul-de-sac street entrance and is no longer than 150m;</li> <li>(e) where a site has a frontage to the road stub at the end of a 'no through' minor road and no cul-de-sac head is provided, a cul-de-sac head is dedicated in compliance with the standards in the Infrastructure design planning scheme policy; and the Transport, access, parking and servicing planning scheme policy.</li> </ul>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>

PO12	<p>Development provides a pedestrian and bicycle network which:</p> <ul style="list-style-type: none"> <li>(a) is designed to provide permeability for pedestrians and cyclists in conjunction with the design of the road network and lot layout having regard to the surrounding area and existing and future networks;</li> <li>(b) is safe, suitably shaded, attractive and efficient;</li> <li>(c) links destinations such as schools, shopping centres, parks, public transport stations, public transport stops and local activity centres along the safest, most direct and convenient routes;</li> <li>(d) provides routes that are on areas of least slope and avoid potential hazards such as flooding;</li> <li>(e) runs largely along public spaces including streets or parks, fronted by dwelling houses;</li> <li>(f) is located where there is casual surveillance, avoiding an area with a major break in surveillance and an unlit area at night;</li> <li>(g) is widened at potential vehicle conflict points.</li> </ul>	AO12.1	<p>Development on a site in the Bicycle network overlay provides that component of the bicycle network in compliance with the hierarchy of bicycle paths and the transport network section of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
		AO12.2	<p>Development provides a pedestrian and bicycle network which:</p> <ul style="list-style-type: none"> <li>(a) is in compliance with an overlay, neighbourhood plan, preliminary approval, development approval or structure plan; or</li> </ul>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>

			<p>(b) a pedestrian and bicycle accessibility grid-based network through the development that connects into the broader network of proposed and existing pathways, if no overlay, neighbourhood plan, preliminary approval, development approval or structure plan exists.</p> <p>Refer to Figure a.</p>	
		AO12.3	<p>Development provides a pedestrian and bicycle route in compliance with the outcomes and standards identified in the Infrastructure design planning scheme policy.</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, whether in the road reserve or through a park.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
		AO12.4	<p>Development provides pathway links interconnecting between the street network and open space network with a direct line of sight between both ends of the link which are suitable for pedestrians and bicycles and have a minimum width of 5m and a maximum length of 40m.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
PO13	Development provides a road network which enables the creation of lots that facilitate sufficient solar access for potential dwellings, buildings, structures and activity areas.	AO13	<p>Development provides a road network which:</p> <p>(a) is generally orientated on a modified grid pattern that allows for topographic constraints;</p> <p>(b) facilitates the following orientation wherever possible:</p> <p>(i) generally north–south roads, to allow lots to have their long axes typically orientated east–west;</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>

			(ii) generally east-west roads, to allow lots to have their long axes typically oriented north–south.	
PO14	Development provides a transport network which facilitates the efficient and cost-effective provision and maintenance of infrastructure.	AO14	Development provides a transport network which enables the logical alignment of infrastructure in the network.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
PO15	<p>Development provides a road reserve and carriageway which 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) efficient vehicle parking;</li> <li>(c) access to properties, including accommodation of the largest service vehicle likely to access lots;</li> <li>(d) construction and maintenance of public utilities;</li> <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>	AO15	Development provides a road reserve and carriageway which is designed in compliance with its road hierarchy classification and in compliance with the road corridor design standards in the Infrastructure design planning scheme policy.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
PO16	Development provides corner lots with a corner truncation to ensure safety, functioning and visibility at the intersection.	AO16	Development provides for a corner truncation, if not already provided, of each corner of a site to a road frontage, in compliance with the road	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.

			corridor design standards in the Infrastructure design planning scheme policy.	
PO17	<p>Development provides on-road car parking which is in compliance with the intended function of the road and the projected needs taking into account kerb space for:</p> <ul style="list-style-type: none"> <li>(a) on-street parking;</li> <li>(b) the number and location of driveways and shared driveway crossovers;</li> <li>(c) bus stops;</li> <li>(d) street furniture;</li> <li>(e) landscaping and street trees;</li> <li>(f) the location of traffic control devices and other infrastructure.</li> </ul>	AO17	<p>Development provides on-road car parking spaces which are in compliance with the road corridor design standards of the Infrastructure design planning scheme policy; and Transport, access, parking and servicing planning scheme policy</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
PO18	<p>Development provides intersection designs which 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>	AO18	<p>Development provides intersections which are designed in compliance with the standards and specifications in the road corridor design standards in the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>
PO19	<p>Development provides a transport network which caters for the extension of existing or future public transport routes and infrastructure including safe pedestrian set-down and pick-up facilities.</p>	AO19	<p>Development provides bus infrastructure and intersections which are designed in compliance with the road corridor design standards of the Infrastructure design planning scheme policy and the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.</p>

PO20	Development provides a transport network which is: (a) designed to operate safely for users, pedestrians and cyclists; (b) ensures emergency access or evacuation in emergencies.	AO20	Development provides a secondary local street 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.	<b>Not Applicable</b> Subdivision component of this application is from 1 lot into 2.
Section C—Specific performance outcomes and acceptable outcomes applicable to development				
<b>Section C1—Development for reconfiguring a lot involving any of the following:</b> (a) a site which is more than 1ha in the Emerging community zone; or (b) a site which is more than 7,000m <sup>2</sup> in the Low density residential zone; or (c) the number of lots is 20 or more; or (d) the opening of a new road, creation of a park, the creation of a bicycle and pedestrian network element; or (e) the creation of more than 50% of the lots with an area less than 350m <sup>2</sup> .				
PO21	Development delivers a structure of highly connected and legible neighbourhoods which: (a) are based on a 400m walking distance from a central point; (b) include or are within an 800m walking distance of a local shop and services; (c) include a range of lot sizes and types; (d) have connected transport and open space networks; (e) have centrally located parks; (f) provide sites for community activities, services and facilities and utilities; (g) create a strong and positive neighbourhood identity; (h) create a legible transport network;	AO21.1	Development complies with any of the following: (a) a neighbourhood plan, preliminary approval or development approvals which provide comprehensive information to guide the land use pattern, scale, arrangement, connections, transport network and relationship to surrounding features and values; (b) a structure plan which satisfies the performance outcome if there is no neighbourhood plan, preliminary approval or development approval which provides comprehensive information; where: (i) the site is more than 1ha in the Emerging community zone; or (ii) the site is more than 7,000m <sup>2</sup> in the Low density residential zone; or	<b>Complies</b> The proposal plans provides sufficient detail to establish that the proposal provides clear integration and connection with the surrounding neighbourhood.

	<p>(i) result in a safe, connected and permeable neighbourhood;</p> <p>(j) integrate with surrounding development approvals and areas;</p> <p>(k) integrate the requirements of neighbourhood plans;</p> <p>(l) respond to site characteristics and setting as detailed in an applicable neighbourhood plan or overlay.</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 and is a useful tool to integrate subdivision layout with all relevant spatial attributes as addressed in overlays and neighbourhood plans.</p>		<p>(iii) there are 20 or more lots; or</p> <p>(iv) the development opens a new road, creates a park or creates bicycle and pedestrian network elements; or</p> <p>(v) includes a minimum of 50% of lots less than 350m<sup>2</sup>;</p> <p>(c) if paragraphs (a) and (b) do not apply, the plans of the development clearly indicate the integration, connection and relationship of the site with surrounding land uses, roads, pathways, bicycle routes, parks, environmental values and key destinations such as centres and community facilities.</p>	
		AO21.2	<p>Development involving all residential, or significant residential, centre or mixed use development provides:</p> <p>(a) a maximum street block length of 220m;</p> <p>(b) a maximum street block depth of 80m;</p> <p>(c) a mid-block link with a direct line of sight between the link ends of a minimum width of 5m if a street block exceeds 150m in length and provides a mid-block link for every 150m of block length or part thereof where a block length exceeds 200m.</p>	<p><b>Not Applicable</b> Block length is not changing as a result of the application.</p>
PO22	Development ensures that the layout retains and responds to:	AO22.1	Development retains and incorporates significant vegetation within a park, private	<p><b>Not Applicable</b> No significant vegetation exists for retention.</p>

	<p>(iii) physical features such as topography, natural drainage systems and significant vegetation;</p> <p>(d) existing heritage or character buildings;</p> <p>adjoining existing uses, movement and park networks and services.</p>		<p>open space areas, road reserve, waterways or corridors.</p> <p>Note—The Vegetation planning scheme policy provides guidance on determining what significant vegetation is to be considered in demonstrating achievement of this outcome</p>	
		AO22.2	Development integrates heritage or character buildings with community facilities or shared facilities.	<p><b>Not Applicable</b></p> <p>Not within the site</p>
PO23	<p>Development provides a layout which supports pedestrian access to public transport services by locating:</p> <p>(a) a high proportion of dwellings close to public transport stops;</p> <p>(b) higher density residential development close to transport stops;</p> <p>(c) non-residential or high trip-generating uses immediately proximate to transport stops.</p>	AO23	Development provides 90% or more of lots and all non-residential uses intended for public visitation within a 400m walking distance of an existing or future stop on a public transport route or a dedicated public pedestrian access point to a railway or busway station.	<p><b>Not Applicable</b></p> <p>The proposal does not provide an amended layout to the area which changes the distance to public transport services.</p>
PO24	Development provides a high proportion of lots which can accommodate climate-responsive subtropical building design for solar access and breeze.	AO24.1	<p>Development provides lots which are generally designed and positioned as follows:</p> <p>(a) small lots are located on north-facing slopes with gradients of less than 15%;</p> <p>(b) largest lots and lowest densities are located on south-facing slopes or other areas where solar access is poor.</p>	<p><b>Complies</b></p> <p>The lots are relatively flat, the future dwellings will face W-E in length and have been designed to ensure they have been designed to be climate responsive.</p>
		AO24.2	Development involving a small lot which has a building envelope plan, or provides for integrated small lot development, identifies on the building envelope plan private open space	<p><b>Not Applicable</b></p> <p>No BLE is proposed.</p>

			orientated to the north or north-east if this can be accommodated to the rear or side of buildings.	
PO25	Development provides a range of lot sizes and types mixed in one location to support increased housing choice appropriate for a range of household types and is consistent with the proposed uses of the site and the surrounding lot character or provides transitions from that surrounding lot character.	AO25.1	<p>Development provides a range of lot sizes which 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 which specifies or provides sufficient information on the range, scale, mix and density of lots, a maximum of 18 dwellings per hectare in the Emerging community zone and 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 which specifies or provides sufficient information on the range, scale, mix and density of lots, the minimum requirements of Table 9.4.10.3.B and surrounding lot character consistent with the proposed uses of the site.</li> </ul> <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 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>Complies</b></p> <p>The proposed lot sizes exceed the requirements of the subdivision code. The neighbourhood plan does not provide details on lot sizes for this site.</p>

		AO25.2	<p>Development provides a frequency of standard and small lots which are varied to facilitate housing variety that ensures:</p> <ul style="list-style-type: none"> <li>(a) in the Emerging community zone, Low density residential zone and Character residential zone, there is no more than 6 contiguous small lots along a street frontage which are separated by no less than 2 standard lots from other small lots;</li> <li>(b) in the Low-medium density residential zone, there is no more than 6 contiguous small lots joined by sharing boundary walls along a street frontage.</li> <li>(c) there is a transition between the surrounding lot size character of land in a zone in the Residential zones category or the Emerging community zone and the site that provides lots consistent with the size of adjoining lots.</li> </ul> <p>Note—The limitations for sharing boundary walls (AO25.2(b)) can be registered on title to clearly indicate where shared walls are located or not in order to demonstrate meeting this outcome.</p>	<p><b>Not Applicable</b></p> <p>The project is not of a size that can offer varies site sizes. The trigger for this part of the code is due to lot size, as opposed to lot numbers.</p>
PO26	<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> </ul>	AO26	<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 which can serve as the primary vehicle access point;</li> <li>(b) on the end of street blocks or corners;</li> </ul>	<p><b>Not Applicable</b></p> <p>Residential lots are proposed.</p>

	<ul style="list-style-type: none"> <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>		<ul style="list-style-type: none"> <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>	
PO27	Development provides a lot mix and location within a residential neighbourhood or subdivision which supports positive streetscape outcomes and balances expected building forms, driveway frequency, on-street parking, water sensitive urban design and other elements.	AO27.1	Development providing lots for multiple dwellings locates these on corner sites, at the ends of street blocks or where they have dual frontage to facilitate direct vehicle and pedestrian access to each dwelling.	<b>Complies</b> The proposal includes individual access for both pedestrian and vehicles.
		AO27.2	Development ensures that a lot which is less than 350m <sup>2</sup> or with a frontage width less than 10m: <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>	<b>Complies</b> The lots are located mid block and do not have lots of less than 350sqm on adjoining lots.
		AO27.3	Development provides for larger lots located on corners or at the end of T-intersections.	<b>Not Applicable</b> Not a corner lot, nor at the end of a T intersection.
PO28	Development involving a lot intended for a dwelling house is of a regular	AO28.1	Development provides lots which are rectangular or regular in shape, with the depth	<b>Complies</b> The lots are rectangular in length.

	shape and an appropriate size and dimensions: (a) for the siting and construction of any existing or potential dwelling houses and any ancillary building or activity; (b) to maximise outdoor private space, privacy and amenity; (c) to provide convenient on-site vehicle access and parking.		dimension greater than the width dimension and in accordance with Table 9.4.10.3.B.	
		AO28.2	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 b.	<b>Complies</b> The lots are rectangular in length.
PO29	Development provides land for park purposes which is well distributed and located and is consistent with: (a) the nature of surrounding parks; (b) the needs of occupants and visitors; (c) the safety and connection to the transport network.	AO29	Development provides land for park purposes which is in compliance with the Park planning and design code and the Local government infrastructure plan.	<b>Not Applicable</b> Park land is not proposed
Section C2—Detailed performance outcomes and acceptable outcomes for a development footprint plan involving residential small lots				
PO30	Development ensures that each small lot has an area of suitable size, dimensions and arrangement to enable the development of a dwelling house and associated ancillary structures and access without adversely impacting the intended character of a locality and the natural, character or heritage features of the lot.	AO30.1	Development ensures each small lot has a development footprint plan which identifies an area including: (a) an area that complies with the minimum rectangle area identified in Table 9.4.10.3.B; (b) a suitable area for a dwelling house and other ancillary structures to be developed in compliance with the building and planning standards,	<b>Not Applicable</b> DFP is not proposed.

	<p>Note—This performance outcome is reflected in a development footprint plan that forms part of the survey plan and title.</p> <p>Note—Compliance with all of the minimum requirements indicated in Table 9.4.10.3.B satisfies this outcome other than potentially where a development footprint plan is needed to address AO30.1(e).</p>		<p>specifications and outcomes including building setbacks;</p> <p>(c) ancillary buildings and structures, such as garages and decks;</p> <p>(d) vehicle parking areas, access and driveways;</p> <p>(e) the location of trees and tree protection zones or other natural, character or heritage features outside the development footprint plan.</p>	
		AO30.2	<p>Development locates the development footprint (excluding car parking access) to ensure a minimum setback of:</p> <p>(a) 3m to the primary street frontage or the least setback of an adjoining dwelling, whichever is the greater;</p> <p>(b) 1.5m to any secondary street frontage, where a corner lot;</p> <p>(c) 3m to any adjoining private open space.</p> <p>Note—The development footprint does not override the Dwelling house (small lot) code other than to the extent provided for in that code.</p>	<p><b>Not Applicable</b> DFP is not proposed.</p>
		AO30.3	<p>Development ensures that a development footprint plan identifies a minimum of 16m<sup>2</sup> principal private open space with a minimum dimension of 4m.</p>	<p><b>Not Applicable</b> DFP is not proposed.</p>
		AO30.4	<p>Development locates the development footprint to allow for built to boundary walls to be located so that no more than 6 dwelling houses can be attached by shared boundary walls.</p>	<p><b>Not Applicable</b> DFP is not proposed.</p>

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				
PO31	<p>Development provides a lot layout plan which:</p> <ul style="list-style-type: none"> <li>(a) facilitates the integration of industrial development with other adjacent industrial development and the transport network elements intended for industrial traffic;</li> <li>(b) minimises impacts to existing or potential incompatible land uses.</li> </ul>	AO31.1	Development involving an industrial lot ensures vehicle access is to a road intended for industrial access, not a residential street.	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C3</p>
		AO31.2	Development provides lots or easements for non-industrial uses such as private open space, environmental or stormwater management that create spatial separation between industrial lots and other incompatible land uses.	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C3</p>
PO32	Development for industrial uses that are proposed to be serviced by a railway, road freight depot, intermodal terminal, airport or seaport maximises access to these facilities.	AO32	<p>Development provides lots which are arranged to:</p> <ul style="list-style-type: none"> <li>(a) provide direct frontage to a railway, road freight depot, intermodal terminal, airport or seaport loading and unloading area;</li> <li>(b) be accessed by shared access ways, over private land or public road in the site, linking to the loading and unloading areas.</li> </ul>	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C3</p>
PO33	<p>Development in the General industry C zone precinct of the Industry zone and the Extractive industry zone, provides lots which:</p> <ul style="list-style-type: none"> <li>(a) are of a size that facilitates a variety of industrial and</li> </ul>	AO33	Development on land in the General industry C zone precinct of the Industry zone and the Extractive industry zone retained in large lots in compliance with Table 9.4.10.3.B.	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C3</p>

	<p>industry compatible land uses;</p> <p>(b) are not subdivided or otherwise fragmented into unviable lot sizes.</p>			
<p>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</p> <p>Note—If a reconfiguration of a lot for commercial development occurs prior to a development application for a material change of use, the reconfiguration of a lot design is to have regard to the relevant development code.</p>				
PO34	<p>Development in a zone in the Centre zones category, Mixed use zone or Specialised centre zone:</p> <p>(a) facilitates the integration of centre and mixed uses with adjacent uses and features;</p> <p>(b) complements and enhances existing or proposed public spaces;</p> <p>(c) ensures minimum impact on the amenity of adjacent and nearby areas;</p> <p>(d) provides for reasonable buffers between any existing or potential incompatible land uses.</p>	AO34	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C4</p>
<p>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</p>				
PO35	<p>Development provides a lot design which protects, maintains and enhances ecological features, significant vegetation, koala habitat trees and rural land values.</p> <p>Note—Ecological features, significant vegetation and koala habitat trees can</p>	AO35	Development ensures that the building envelope plan and development footprint plan, design and layout conserves ecological features, significant vegetation, koala habitat trees and rural land values in a spatial configuration which:	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C5</p>

	be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy and accommodated through the approach described in the Structure planning planning scheme policy.		<p>(a) consolidates and connects areas to be conserved for biodiversity purposes on site and in combination with adjoining sites;</p> <p>(b) minimises fragmentation of areas to be conserved for biodiversity purposes by infrastructure;</p> <p>(c) does not further fragment viable rural land.</p> <p>Note—The use of a building envelope plan and a development footprint plan can demonstrate compliance with this requirement.</p>	
PO36	<p>Development provides vehicular access which is:</p> <p>(a) available to each lot or building envelope area;</p> <p>(b) does not result in the loss of ecological features, significant vegetation and koala habitat trees.</p> <p>Note—Ecological features, significant vegetation and koala habitat trees can be identified through an ecological assessment as outlined in the Biodiversity areas planning scheme policy.</p>	AO36	<p>Development provides vehicle access via a road and within a lot which is designed to minimise the clearing of vegetation and potential threat to fauna movement.</p> <p>Note—The use of a development footprint plan can demonstrate compliance with this requirement.</p>	<p><b>Not Applicable</b></p> <p>Not proposed within the zones identified for section C5</p>
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				
PO37	Development that divides land into parts by lease or subdivision of existing or approved buildings, whether or not including land, does not result in:	AO37.1	<p>Development ensures:</p> <p>(a) the use of premises remains lawful;</p> <p>(b) development remains in compliance with planning and building standards and development approvals.</p>	<p><b>Not Applicable</b></p> <p>No reconfiguration is proposed other than a freehold lot.</p>

	<p>(a) the use or building becoming unlawful;</p> <p>(b) dependent activities of a use becoming separated by titling;</p> <p>(c) the functioning of a use or the relevant development approval being compromised.</p> <p>Note—For instance, where premises are used for any industrial use that includes an ancillary office, the office cannot be separately titled as it is dependent on the industrial use component.</p> <p>Note—For instance, while the reconfiguring a lot for a multiple dwelling provides individual community title for the units through a building format plan with a land component, the private courtyard for each unit is to be included in the title of each unit and not in the common property.</p> <p>Note—In some instances it is appropriate to allow for reconfiguring a lot of land by either community title or a standard format plan if a combined development application for a material change of use includes an existing building that is to be retained on the site and separately titled.</p>			
		AO37.2	Development of premises for its intended or approved use is lawful and in compliance with	<p><b>Not Applicable</b></p> <p>No reconfiguration is proposed other than a freehold lot.</p>

			planning and building standards and development approvals.	
<p>If involving a standard format lot with common property such as requiring a community management scheme under the <i>Body Corporate and Community Management Act 1997</i></p> <p>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.</p>				
PO38	<p>Development provides residential lots which have an appropriate area and dimensions:</p> <ul style="list-style-type: none"> <li>(a) for siting and constructing the intended building and any ancillary outbuilding and structure;</li> <li>(b) for the provision of private open space, vehicle access and parking;</li> <li>(c) which are consistent with the zone, zone precinct, neighbourhood plan and overlay outcomes applicable to the site.</li> </ul>	AO38	No acceptable outcome is prescribed	<p><b>Complies</b></p> <p>The proposed lots are configured for the siting and construction of the proposed dual occupancy which forms part of this application. Private open space is provided in compliant size with the application. The lot sizes exceed those required for the zone as identified within the subdivision code.</p>
PO39	<p>Development provides internal access ways and driveways which:</p> <ul style="list-style-type: none"> <li>(a) are designed to clearly indicate the function of the access way;</li> <li>(b) provide acceptable levels of access, functionality, safety, amenity and convenience for users, as well as catering for car parking facilities.</li> </ul>	AO39.1	<p>Development for the purposes of residential development or the residential components of development, provides lots which are of a size and dimension to accommodate the following:</p> <ul style="list-style-type: none"> <li>(a) internal access ways that are designed in compliance with Table 9.4.10.3.C;</li> <li>(b) internal driveways serving a single dwelling that are a maximum of 3m wide;</li> <li>(c) driveways serving more than 3 lots that are at least 4m wide.</li> </ul>	<p><b>Not Applicable</b></p> <p>No internal access ways are proposed. No internal driveways are proposed – each lot has an individual crossover which services the unit. 3+ lots are not proposed.</p>

		AO39.2	Development involving other purposes, has internal access ways and driveways in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> Development does not involve an 'other purpose'.
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# Bulimba District Neighbourhood Plan Code

Performance Outcomes		Accepted Outcomes		Response
PO1	<p>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 avoid affecting the potential development of an adjoining site.</li> </ul>	AO1	<p>Development complies with the number of storeys and building height in Table 7.2.2.4.3.B.</p> <p>Note—Neighbourhood plans will mostly specify a maximum number of storeys where zone outcomes have been varied in relation to building height. Some neighbourhood plans may also specify height in metres. Development must comply with both parameters where a maximum number of storeys and height in metres are specified.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not within a precinct that the table provides height requirements for.</p>

	<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.</p> <p>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>			
PO2	Development ensures the provision, dedication and design of public open space provides for the needs of residents.	AO2.1	Development maximises recreational opportunities along Norman Creek by providing areas and facilities to enable public access.	<b>Not Applicable</b> The site is not located along Norman Creek.
		AO2.2	Development for community uses in Balmoral Park are co-located wherever practicable to allow for greater recreational use of the park.	<b>Not Applicable</b> Not within Balmoral Park.
If in the Bulimba north precinct (Bulimba district neighbourhood plan/NPP-001)				
PO3	Development sensitively integrates with older existing uses and open space areas.	AO3.1	Development has a gross floor area which is no more than 80% of the site area if:  (a) the site has frontage to a road with a reserve width of 15.5m or more; (b) a minimum site area of 2,500m <sup>2</sup> .	<b>Not Applicable</b> The subject site is not located within a precinct.
		AO3.2	Development of new premises for a residential use fronting Johnston Park is	<b>Not Applicable</b>

			<p>orientated to address the park and street by:</p> <ul style="list-style-type: none"> <li>(a) orientating windows and balconies towards the park and street frontages;</li> <li>(b) avoiding fences and blank walls along the park frontage.</li> </ul>	The subject site is not located within a precinct.
PO4	Development ensures public access is provided along the Brisbane River as a key recreation facility which also improves access to the Apollo Road ferry terminal.	AO4	<p>Development along the Brisbane River frontage dedicates park for future public use, in accordance with Figure c, which:</p> <ul style="list-style-type: none"> <li>(a) is designed and constructed in accordance with the Infrastructure design planning scheme policy;</li> <li>(b) is in accordance with Figure d.</li> </ul>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
If in the Oxford Street precinct (Bulimba district neighbourhood plan/NPP-002), where in the Oxford Street B1 sub-precinct (Bulimba district neighbourhood plan/NPP-002a)				
PO5	<p>Development:</p> <ul style="list-style-type: none"> <li>(a) reinforces the traditional 'suburban village character' of Oxford Street;</li> <li>(b) complements the layout, scale including height and setback, built form and character of existing buildings;</li> <li>(c) delivers a vibrant pedestrian realm along the street by maximising street activity and retaining the characteristic</li> </ul>	AO5	<p>Development:</p> <ul style="list-style-type: none"> <li>(a) has building openings overlooking the street;</li> <li>(b) provides active street frontages built to the boundary;</li> <li>(c) provides a non-residential ground storey in mixed use developments;</li> <li>(d) ensures commercial/retail uses are provided at ground storey;</li> <li>(e) provides ground-storey pedestrian entries at a minimum of every 10m;</li> </ul>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

	<p>fine-grain urban form of the centre;</p> <p>(d) incorporates elements of traditional shopping street design including exposed gables, timber joinery and well-defined shopfront and entry doors.</p>		<p>(f) ensures second and third floor residential uses provide balconies overlooking Oxford Street.</p>	
PO6	<p>Development ensures that:</p> <p>(a) building design sensitively integrates with the streetscape of Oxford Street and provides continuous pedestrian shelter to maximise pedestrian comfort and accessibility;</p> <p>(b) original shopfronts are retained or refurbished using materials which complement the period of the building.</p>	AO6.1	<p>Development retains and adaptively re-uses commercial character buildings by:</p> <p>(a) maintaining the height relationship of existing floor areas to street levels;</p> <p>(b) locating extensions at the rear of the premises.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO6.2	<p>Development incorporates the following design elements:</p> <p>(a) articulated frontages and roof lines;</p> <p>(b) parapets;</p> <p>(c) footpath awnings that extend over the adjoining footpath.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO6.3	<p>Development provides a minimum 20m and a maximum 30m continuous building frontage to Oxford Street.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
PO7	<p>Development ensures a building is located in relation to site boundaries to:</p> <p>(a) promote an attractive streetscape;</p>	AO7	<p>Development has a building setback from boundaries in accordance with Table 7.2.2.4.3.C.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

	(b) support the suburban centre function of the Oxford Street precinct; (c) maintain privacy for residents.			
If in the Oxford Street precinct (Bulimba district neighbourhood plan/NPP-002), where in the Oxford Street B2 sub precinct (Bulimba district neighbourhood plan/NPP-002b)				
PO8	Development: (a) demonstrates outstanding architectural and landscape design; (b) responds to the site's particular importance as an entrance statement to the Oxford Street precinct; (c) reflects and optimises opportunities provided by the site's prominent location and attributes; (d) occurs across all properties, collectively and is not piecemeal; (e) does not detract from the cultural heritage significance of the Bulimba ferry terminal; (f) promotes an attractive and active streetscape along Oxford Street.	AO8	Development provides a signature building which assists in defining the western entry of the Oxford Street precinct and accentuates visual and physical linkages to the Brisbane River through: (a) achieving a minimum site area of 2,340m <sup>2</sup> ; (b) an articulated built form and varied roof line; (c) cantilevered awnings along the full length of Oxford Street frontage; (d) active street frontages as built to boundary on both the Oxford Street and Quay Street frontages; (e) generous fenestration of building facades with window and door openings which address the street and no blank walls to Oxford Street; (f) the part of a building above ground level being set back from boundaries in accordance with Table 7.2.2.4.3.C.	<b>Not Applicable</b> The subject site is not located within a precinct.

PO9	Development of a lot fronting the Brisbane River provides a publicly accessible park along the Brisbane River as a key recreation facility which improves public access along the riverfront.	AO9	Development of new premises along the Brisbane River frontage dedicates park for future public use along the entire frontage to the river, which:  (a) is designed and constructed in accordance with the Infrastructure design planning scheme policy;  (b) is in accordance with Figure a.	<b>Not Applicable</b> The subject site is not located within a precinct.
If in the Oxford Street precinct (Bulimba district neighbourhood plan/NPP-002), where in the Oxford Street B3 sub-precinct (Bulimba district neighbourhood plan/NPP-002c)				
PO10	Development: (a) demonstrates outstanding architectural and landscape design; (b) responds to the site's particular importance as an entrance statement to the Oxford Street precinct; (c) reflects and optimises opportunities provided by the site's prominent location and attributes; (d) does not detract from the cultural heritage significance of the Bulimba Uniting Church; (e) presents an attractive and active streetscape appearance on Lytton Road; (f) maintains views to the Bulimba Uniting Church from Lytton	AO10	Development assists in defining the eastern entry of the Oxford Street precinct through:  (a) building design that sensitively responds to the steeply sloping site and does not create large, blank retaining walls or facades that are visible from Lytton Road;  (b) generous fenestration of building facades with window and door openings which address the street and no blank walls to Lytton Road.	<b>Not Applicable</b> The subject site is not located within a precinct.

	Road, Oxford Street and Riding Road.			
If in the Hawthorne centre precinct (Bulimba district neighbourhood plan/NPP-003)				
PO11	<p>Development:</p> <ul style="list-style-type: none"> <li>(a) ensures that this area functions as an attractive local centre serving the convenience needs of the local resident population;</li> <li>(b) creates active frontages on Hawthorne Road and maintains residential amenities on nearby local streets;</li> <li>(c) is consistent with the built form character and amenity of the area.</li> </ul>	AO11	<p>Development is compatible with the form, design and scale of commercial character buildings such that:</p> <ul style="list-style-type: none"> <li>(a) existing commercial character buildings or character non-residential buildings are retained, refurbished and used for small-scale retail and commercial uses;</li> </ul> <p>Note—The precinct contains an iconic local character non-residential building in the form of Hawthorne Cineplex building.</p> <ul style="list-style-type: none"> <li>(b) where a new building is proposed on a corner site, the building: <ul style="list-style-type: none"> <li>(i) is built to the street frontage on both sides;</li> <li>(ii) contains uses which activate the street;</li> <li>(iii) is indicative of architectural style of commercial character buildings in the area;</li> <li>(iv) has awnings which extend over the adjoining footpath;</li> </ul> </li> <li>(c) if fronting Hawthorne Road, is built to the street frontage and provides an awning over the adjoining footpath;</li> </ul>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

			(d) if it has an active frontage, is limited to a street within the precinct boundary.	
PO12	Development ensures that pedestrian movement along Hawthorne Road is safe and convenient and takes priority over vehicle access.	AO12.1	Development results in no net increase in driveway crossovers provided to Hawthorne Road.	<b>Not Applicable</b> The subject site is not located within a precinct.
		AO12.2	Development on a corner site is accessed via Orchard Street or Lindsay Street.	<b>Not Applicable</b> The subject site is not located within a precinct.
If in the Bulimba Barracks precinct (Bulimba district neighbourhood plan/NPP-004)				
PO13	Development occurs in an orderly manner and provides for an integrated, safe and functional community that:  (a) is configured, scaled and sited to seamlessly integrate within the surrounding neighbourhood and road network;  (b) is supported by appropriate infrastructure, facilities and amenities including riverfront land for public open space and sport and recreation;  (c) provides a mix of residential and non-residential uses;  (d) steps building heights to allow for views to the river and an appropriate interface with	AO13.1	Building height and land uses are in accordance with Table 7.2.2.4.3.B and Figure e and Figure f.	<b>Not Applicable</b> The subject site is not located within a precinct.
		AO13.2	Development within the Community heart sub-precinct (NPP-004b) ensures that:  (a) non-residential development is limited to 3 storeys height;  (b) food and drink outlet, office, shop and shopping centre uses have a maximum:  (i) cumulative gross floor area of 3,300m <sup>2</sup> ;  (ii) individual tenancy size of 1,500m <sup>2</sup> gross floor area;  (c) the historic fabrication workshop is retained and reused in any redevelopment, with any	<b>Not Applicable</b> The subject site is not located within a precinct.

	<p>adjoining lower density residential areas and open space;</p> <p>(e) clusters larger buildings commensurate with the height of the historic fabrication workshop within specific centralised pockets to take advantage of the topography, amenity of the river and to identify the Community heart sub-precinct (NPP-004b);</p> <p>(f) provides for housing choice in a form and at densities appropriate to the locality and the supporting road network infrastructure and consistent with the outcomes of the Suburban Living Area;</p> <p>(g) provides a new neighbourhood centre within the Community heart sub-precinct (NPP-004b) that:</p> <p>(i) directly supports the immediate community;</p> <p>(ii) incorporates the historic fabrication workshop;</p> <p>(iii) comprises a mix of small-scale commercial and convenience retail uses along with residential and</p>		<p>modifications undertaken in accordance with a Heritage impact assessment report;</p> <p>(d) an active frontage—secondary is provided in the locations identified on Figure e;</p> <p>(e) vehicle and service access is not provided on a frontage to North-South Avenue or to the Riverfront recreation sub-precinct (NPP-004a);</p> <p>(f) buildings and land uses are integrated with and oriented to the historic fabrication workshop forecourt area identified on Figure e and Figure f.</p>	
		AO13.3	<p>Development ensures that buildings are not located within 20m of the centreline of high voltage powerlines and development is consistent with the outcomes of the Major electricity infrastructure high voltage powerline easement sub-category of the Regional infrastructure corridors and substations overlay.</p> <p>Note—An easement in favour of Energex is to be provided over any land within 20m of the centreline of high voltage powerlines. This land will also be included within the Major electricity infrastructure high voltage powerline</p>	<p><b>Not Applicable</b> The subject site is not located within a precinct.</p>

	Community facilities—community purposes activity group uses;		easement sub-category of the Regional infrastructure corridors and substations overlay.	
	<p>(iv) restricts total gross floor area and individual tenancy sizes for offices, shops, restaurants and cafes to limit commercial development to small-scale convenience uses serving the day to day needs of the local community;</p> <p>(h) retains, reuses and complements places of heritage significance;</p> <p>(i) is protected from the adverse impacts of noise, air, industrial and high voltage electrical hazards;</p> <p>(j) does not adversely affect the ongoing operations of the Australia TradeCoast Major Industry Area, the Royal Australian Navy and the functioning and maintenance of high voltage electrical infrastructure.</p> <p>Editor's note—Structures of valued local heritage significance identified in the Bulimba Barracks</p>	AO13.4	<p>Development within the Residential core sub-precinct (NPP-004d) ensures that:</p> <p>(g) a human-scale low-rise 3 storey facade is provided on North-South Avenue, East-West Avenue and the Riverfront recreation sub-precinct(NPP-004a);</p> <p>(h) residential buildings of up to 5 storeys are:</p> <p>(i) only located within the centre of the Bulimba Barracks precinct (NPP-004);</p> <p>(ii) adjacent the Community heart sub-precinct (NPP004b) or overlooking the Riverfront recreation sub-precinct (NPP-004a);</p> <p>(iii) set back a minimum 10m as illustrated in Figure f;</p> <p>(i) non-residential uses are:</p> <p>(i) only in locations identified as active frontage - residential on Figure e;</p> <p>(ii) provided in accordance with the Active frontages in residential zones overlay code;</p> <p>(j) the existing large fig tree is retained within the plaza identified on Figure</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

	Master Plan include the historic fabrication workshop, heritage boat ramp and revetment wall identified on Figure e. Other structures of potential local heritage significance may also exist as the site is identified in the Heritage overlay. A Heritage impact assessment report will be required to also consider the local heritage significance of these structures. Development may also expose examples of marine or underwater cultural heritage. Part 9 of the Queensland Heritage Act 1992 establishes obligations where dealing with discovered archaeological artefacts.		<p>e where the tree can be sustainably retained following necessary site filling and shaping.</p> <p>Note—A plaza is not required in the event that the fig tree identified on Figure e cannot be sustainably retained.</p>	
		AO13.5	<p>Development within the Community heart sub-precinct (NPP-004b) and the Residential core sub-precinct (NPP-004d) provides buildings that incorporate:</p> <ul style="list-style-type: none"> <li>(a) facades aligned parallel to and overlooking the public realm;</li> <li>(b) subtropical design elements for weather protection and sun shading;</li> <li>(c) visible and expressive roof forms;</li> <li>(d) outdoor/semi-outdoor living spaces and indoor to outdoor integration;</li> <li>(e) frontages built to the alignment combined with pedestrian awnings where identified as an active frontage—secondary on Figure e.</li> </ul> <p>Note—The provision and design of any pedestrian awning provided on the site of the historic fabrication workshop identified on Figure e and Figure f will be subject to consideration in a Heritage impact assessment report.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

PO14	<p>Development provides sport and recreation facilities and land for sport and recreation uses and public open space, that is:</p> <ul style="list-style-type: none"> <li>(a) sufficient in cumulative area to adequately cater for the recreation needs of development within the precinct and the wider community;</li> <li>(b) configured to retain the existing Tugulawa Park or alternatively provides sufficient land of suitable area (minimum of 3,000m<sup>2</sup> unconstrained by easement) and dimensions to provide a local park in the vicinity of the existing Tugulawa Park;</li> <li>(c) sufficient in area and dimensions to cater for a broad range of passive and active recreation activities;</li> <li>(d) distributed to be within a comfortable walking distance of the majority of dwellings;</li> <li>(e) configured to maximise ease of pedestrian and cyclist access throughout the</li> </ul>	AO14.1	<p>Development provides public open space for metropolitan park at a minimum depth of 40m along the full length of the Riverfront recreation sub-precinct's (NPP-004a) river frontage in accordance with Figure e and Figure f and incorporates:</p> <ul style="list-style-type: none"> <li>(a) a continuous shared or separated pedestrian and cycle path along the foreshore (Riverwalk);</li> <li>(b) shade structures, playground and BBQ areas;</li> <li>(c) heritage, cultural and natural elements to enrich user awareness and education including embellishments such as artwork and landscape features that reflect the precinct's industrial, maritime and military heritage;</li> <li>(d) the retention of any significant existing vegetation including the existing Poinciana tree located in the future park and to the west of the heritage boat ramp.</li> </ul>	<p><b>Not Applicable</b> The subject site is not located within a precinct.</p>
		AO14.2	<p>Development provides sport and recreation uses in the Riverfront recreation sub-precinct (NPP-004a) in accordance with Figure e and Figure f and ensures that:</p>	<p><b>Not Applicable</b> The subject site is not located within a precinct.</p>

	precinct, to key destinations such as the Community heart sub-precinct (NPP-004b), Apollo Road Ferry Terminal and bus stops and along the entirety of the Riverfront recreation sub-precinct's (NPP-004a) Brisbane River frontage;		<ul style="list-style-type: none"> <li>(a) uses comprise community use, indoor sport and recreation and outdoor sport and recreation;</li> <li>(b) land is sized and configured to provide for an oval with minimum dimensions of 155m wide and 185m long.</li> </ul>	
	<ul style="list-style-type: none"> <li>(f) located to protect and optimise river fronted public open space and access along the river frontage, valuable landscape features, view corridors to the Brisbane River, industry buffer areas and high voltage powerline easement areas;</li> <li>(g) fronted by public road for a majority of its length and overlooked by development designed to maximise casual surveillance;</li> <li>(h) designed to provide for private recreation use of the river.</li> </ul>	AO14.3	<p>Development provides public open space for local park within the Residential interface sub-precinct (NPP-004c) in accordance with Figure e and Figure f and ensures:</p> <ul style="list-style-type: none"> <li>(a) all land within Easement A on RP118251 is included within public open space;</li> <li>(b) pedestrian access to Tugulawa Park is provided from Hood and Baldwin streets;</li> <li>(c) where road access is required from Apollo Road through Tugulawa Park: <ul style="list-style-type: none"> <li>(i) replacement land in addition to land within Easement A on RP118251 is provided to offset impacts to public open space;</li> <li>(ii) local park with a minimum area of 3,000m<sup>2</sup> and unconstrained by easement is provided within the investigation area, as indicated on Figure e and Figure f, to offset impacts to public open space;</li> </ul> </li> </ul>	<p><b>Not Applicable</b> The subject site is not located within a precinct.</p>

			<p>(iii) visual and acoustic impacts on adjoining residential premises resulting from road access changes are mitigated through landscaping and fencing.</p> <p>Note—Easement A on RP118251 is reflected in the configuration of the Major electricity infrastructure high voltage powerline easement sub-category of the Regional infrastructure corridors and substations overlay.</p>	
		AO14.4	<p>Development provides public road along a minimum of:</p> <p>(a) 75% of the land frontage to the Riverfront recreation precinct (NPP-004a) in accordance with Figure e;</p> <p>(b) 50% of the frontage to any local park.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO14.5	<p>Development proposing moorings ensures:</p> <p>(a) continuous public riverfront access along the full length of the Riverfront recreation sub-precinct's (NPP-004a) river frontage is maintained;</p> <p>(b) river and land-based infrastructure protects significant view corridors identified on Figure e;</p> <p>(c) impacts to river operations are minimised.</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

PO15	<p>Development provides a transport network that:</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 and extends the established permeable street grid through connections to Apollo Road, Baldwin Street, Bolan Street and Carbeen Street;</li> <li>(d) respects local landscape features and attributes such as significant view corridors, topography, overland flow paths and stormwater conveyance;</li> <li>(e) includes road reserves of sufficient width to maximise space for on-road car parking on both sides of the street (including through rationalised vehicle access), incorporate pedestrian paths, on-road cycling, street tree planting and water sensitive design where indicated on Figure e;</li> <li>(f) caters for and integrates pedestrian and cyclist facilities;</li> </ul>	AO15.1	<p>Development provides a permeable street grid that extends the established road pattern adjoining the Bulimba Barracks precinct (NPP-004) and incorporates:</p> <ul style="list-style-type: none"> <li>(a) future road connections to the surrounding road network and in particular to Apollo Road and Baldwin, Bolan and Carbeen Streets in accordance with Figure e;</li> <li>(b) east-west pedestrian connections through to Apollo Road in the area between the Community heart sub-precinct (NPP-004b) and Tugulawa Park in accordance with Figure e.</li> </ul>	
		AO15.2	<p>Development provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>Note—For the purposes of calculating on-site car parking requirements, the Apollo Road Ferry Terminal is not considered a major public transport interchange, and parking is provided in accordance with Table 14 of the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not Applicable</b> The subject site is not located within a precinct.</p>
		AO15.3	Development provides roads that prioritise pedestrians and cyclists within	<b>Not Applicable</b>

	<p>(g) encourages the majority of vehicular traffic to directly access Apollo Road at the two Apollo Road intersection points identified on Figure e;</p> <p>(h) facilitates active streetscapes and casual surveillance of open space;</p> <p>(i) provides pedestrian connections to public transport such as bus stops and the Apollo Road Ferry Terminal for future residents and employees of the Bulimba Barracks precinct (NPP-004);</p> <p>(j) accommodates trunk infrastructure including sewer, water and stormwater within the road network.</p>		<p>a low-speed traffic environment and that accommodate:</p> <p>(a) pedestrian footpaths on either side;</p> <p>(b) on-street cycling;</p> <p>(c) on-street car parking on both sides of the street;</p> <p>(d) generous street tree planting;</p> <p>(e) natural channel design for the road identified as North-South Avenue on Figure e and Figure f.</p> <p>Note—Roads located between Apollo Road and the Community heart sub-precinct (NPP-004b) may be designed as laneways.</p>	The subject site is not located within a precinct.
		AO15.4	Development provides a passenger drop-off and pick-up area at the head of Apollo Road adjacent to the Apollo Road Ferry Terminal.	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO15.5	Development aligns roads to provide long views to the Brisbane River in the locations identified as a significant view corridor on Figure e.	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO15.6	Development incorporates trunk sewer, water and stormwater infrastructure into the road network to ensure access for maintenance and upgrade purposes.	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>
		AO15.7	<p>Development fronting Apollo Road:</p> <p>(a) provides direct pedestrian access from Apollo Road to each dwelling containing a primary living area</p>	<p><b>Not Applicable</b></p> <p>The subject site is not located within a precinct.</p>

			within 1m above or below the ground level of the Apollo Road footpath; (b) does not provide vehicle or service access from Apollo Road.	
		AO15.8	Development of proposed new roads within the investigation area, indicated on Figure e and Figure f, are at least 20m from any existing residential property.	<b>Not Applicable</b> The subject site is not located within a precinct.
PO16	Development ensures a no net change to the effectiveness of the present stormwater management system as a result of filling and shaping to achieve flood immunity levels and provides gradients to achieve appropriate overland flow.	AO16	<p>Development provides a stormwater management system in accordance with the outcomes of the Stormwater code and accommodates stormwater conveyance through a combined piped solution and natural channel design for the road identified as North-South Avenue on Figure e and Figure f.</p> <p>Note—Overland flow paths and stormwater conveyance will be altered as a result of significant site filling and shaping and as a result of development within the Residential interface sub-precinct (NPP-004c) in particular. A piped solution may be insufficient to offset changes to overland flow paths.</p>	<b>Not Applicable</b> The subject site is not located within a precinct.
If in the Godwin street precinct (Bulimba district neighbourhood plan/NPP-005)				
PO17	Development ensures that building siting and design:	AO17.1	Development provides building setbacks in accordance with Table 7.2.2.4.3.C.	<b>Not Applicable</b> The subject site is not located within a precinct.

	(a) respects the layout, scale including height and setback and character of existing buildings;	AO17.2	Development provides balconies and openings overlooking the street.	<b>Not Applicable</b> The subject site is not located within a precinct.
	(b) provides a continuous active street frontage; (c) provides continuous pedestrian shelter to maximise pedestrian comfort and accessibility and maintains the tree-lined streetscape; (d) maintains privacy for adjoining residential properties including by vegetated buffers.	AO17.3	Development provides awnings to the Godwin Street and Love Street frontages and does not result in the loss of street trees.	<b>Not Applicable</b> The subject site is not located within a precinct.
PO18	Development carefully manages impacts on the amenity of an adjoining Low density residential zone, Low-medium density residential zone or Character residential zone.	AO18	Development provides building setbacks in accordance with Table 7.2.2.4.3.C.	<b>Not Applicable</b> The subject site is not located within a precinct.

# Community Purposes Network Overlay Code

Performance Outcomes		Accepted Outcomes		Response
If on a site in the Existing trunk park sub-category, Existing non-trunk park sub category, LGIP planned park acquisition specific location sub-category, LGIP planned park upgrade specific location sub-category, LGIP planned park embellishment specific location sub-category, LGIP planned corridor park specific location sub-category, Long term park specific location sub-category or Long term corridor park specific location sub-category				
PO1	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:  a) to serve the recreational needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;  b) to maximise recreational, visual, cultural and biodiversity values;  c) of a sufficient size, suitable topography and regular shape for the intended use and anticipated intensity and level of use;  d) to meet the requirements of intended users;  e) to provide, in appropriate locations, that provide for a diversity of recreational opportunities and avoid duplicating facilities in nearby parks.	AO1	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.	<b>Not Applicable</b> Assessment of the code is triggered, however no LGIP's are applicable to the site.

PO2	<p>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. <u>long term infrastructure</u> 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>	AO2	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Assessment of the code is triggered, however no LGIP's are applicable to the site.</p>
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	<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 <u>Charges Resolution</u>.</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>			
PO3	<p>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> <li>b) the existing and planned infrastructure for the parks network in the Local government infrastructure plan;</li> <li>c) the provision of long term, existing and planned infrastructure for the parks network which: <ul style="list-style-type: none"> <li>i. is required to service the development or</li> </ul> </li> </ul>	AO3	<p>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> <li>b) for existing and planned infrastructure for the parks network, the Local government infrastructure plan;</li> <li>c) the standards for the parks network in the Park planning and design code and the Infrastructure design planning scheme policy.</li> </ul>	<p><b>Not Applicable</b></p> <p>Assessment of the code is triggered, however no LGIP's are applicable to the site.</p>

	<p>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>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>				
PO4	<p>Development which is assumed future urban development provides the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site:</p> <p>a) to serve the physical, social and cultural needs of Brisbane's residents, workers and visitors on a local, district and metropolitan scale;</p>	AO4	<p>Development which is assumed future urban development provides land for existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan on the site in compliance with the standards for the land for the community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b></p> <p>Assessment of the code is triggered, however no LGIP's are applicable to the site.</p>

	<ul style="list-style-type: none"> <li>b) to maximise recreational, social and cultural 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 the intended users;</li> <li>e) to provide, in appropriate locations, for a diversity of community service, cultural and leisure opportunities, that are integrated or co-located with complementary uses and avoid duplicating facilities on nearby land in the community facilities network.</li> </ul>			
PO5	<p>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 involving: <ul style="list-style-type: none"> <li>i. trunk infrastructure that is to be provided earlier than planned in the Local</li> </ul> </li> </ul>	AO5	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Assessment of the code is triggered, however no LGIP's are applicable to the site.</p>

	<p>government infrastructure plan;  ii. <u>long term infrastructure</u> for the land for <u>community facilities network</u> which is made necessary by development that is not <u>assumed future urban development</u>;</p> <p>iii. other infrastructure for the land for community facilities network associated with development that is not <u>assumed future urban development</u> which is made necessary by the development.</p> <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 <u>Charges Resolution</u>.</p> <p>Editor's note—See section 130 Imposing Development conditions (Conditions for extra trunk</p>			
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	infrastructure costs) of the <i>Planning Act 2016</i> .			
PO6	<p>Development protects land for community facilities 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 land for community facilities network in the Long term infrastructure plans and an applicable neighbourhood plan;</li> <li>b) the existing and planned infrastructure for the land for community facilities network in the Local government infrastructure plan;</li> <li>c) the provision of long term, existing and planned infrastructure for the land for community facilities 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 areas; or</li> <li>ii. is in the interests of rational development or the efficient and orderly planning of the general area in</li> </ul> </li> </ul>	AO6	<p>Development protects land for community facilities network 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 land for community facilities network, the Long term infrastructure plans;</li> <li>b) for existing and planned infrastructure for the land for community facilities network, the Local government infrastructure plan;</li> <li>c) the standards for the land for community facilities network in the Community facilities code and the Infrastructure design planning scheme policy.</li> </ul>	<p><b>Not Applicable</b></p> <p>Assessment of the code is triggered, however no LGIP's are applicable to the site.</p>

	<p>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>			
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# Road Hierarchy Overlay Code

Performance Outcomes		Accepted Outcomes		Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development for a material change of use				
PO1	Development ensures that:	AO1.1	Development ensures that an access driveway is provided from: (a) a minor road; (b) a district road or suburban road if the development has high traffic-generating potential.	<b>Complies</b> Jamieson Street is a Neighbourhood Road
	(a) vehicle access is provided to each premises, which has no significant impact on the safety, efficiency, function, convenience of use or capacity of:	AO1.2	Development ensures that an access driveway is not provided to or from a primary freight route identified on the Road hierarchy overlay map.	<b>Complies</b> Jamieson Street is not a primary freight route
	(i) the road hierarchy shown on the Road hierarchy overlay map;	AO1.3	Development ensures that a use other than a use with high traffic-generating potential gains all vehicular access, other than for service vehicles, via the lowest order road in the road hierarchy to which the site has frontage.	<b>Complies</b> Jamieson Street is a Neighbourhood Road
	(ii) public transport operations;	AO1.4	Development ensures that a turn to and from a major road is restricted to a left turn only.	<b>Not Applicable</b> Jamieson Street is a Neighbourhood Road
	(iii) pedestrian and cyclist movement;	AO1.5	Development ensures that vehicle access is provided to an abutting site that only has frontage to an arterial road, to facilitate access to the abutting site via an alternative street.	<b>Not Applicable</b> Jamieson Street is a Neighbourhood Road
	(b) the safety and efficiency of primary freight routes are protected and enhanced, supporting major industry areas;			
	(c) site access driveways in the road area accommodate all turns only when such arrangements are safe and can be demonstrated to not inhibit transport system operation.			

Section B—If for assessable development for a material change of use				
PO2	Development does not compromise the safety, efficiency and function of the road hierarchy and addresses all the impacts to the road network.	AO2.1	Development ensures that the traffic generated by the development is consistent with the road hierarchy classification, function and expected traffic flows for the area.	<b>Complies</b> The proposal is residential in nature and will provide traffic of a residential level.
		AO2.2	Development mitigates an impact on the road hierarchy if the development: (a) is for a major development; or (b) involves an access driveway to a major road; or (c) involves an access driveway within 100m of a signalised intersection.  Note—This can be demonstrated in a transport impact assessment report prepared and certified by a Registered Professional Engineer Queensland in accordance with the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b>
Section C—If for assessable development for a material change of use or reconfiguring of a lot				
PO3	Development makes provision for the extension, expansion and widening of the existing and future road network where required.	AO3	No acceptable outcome is prescribed.	<b>Not Applicable</b> No road widening has been identified.
PO3A	Development provides for the payment of extra trunk infrastructure costs for the following: (a) for development completely or partly outside the priority	AO3A	No acceptable outcome is prescribed.	<b>Not Applicable</b> No trunk infrastructure is required.

	<p>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 road network which is made necessary by development that is not assumed future urban development;</p> <p>(iii) other infrastructure for the road 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</p>			
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	<p>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>			
If on a site in or adjacent to the District road sub-category which has a width less than 20 metres, or to the Suburban road sub-category or to the Arterial road sub-category				
PO4	<p>Development protects a corridor for the road network shown on the Road hierarchy overlay map to ensure the following are not compromised:</p> <p>(a) the long term infrastructure for the road network in the Long term infrastructure plans;</p> <p>(b) the existing and planned infrastructure for the road network in the Local government infrastructure plan;</p> <p>(c) the provision of long term, existing and planned infrastructure for the road network which:</p> <p>(i) is required to service the development or existing and future urban</p>	AO4	<p>Development protects a corridor for the road network shown on the Road hierarchy overlay map in compliance with the following:</p> <p>(a) for the long term infrastructure for the road network, the Long term infrastructure plans;</p> <p>(b) for existing and planned infrastructure for the road network, the Local government infrastructure plan;</p> <p>(c) the standards for the road network in the Infrastructure design planning scheme policy.</p>	<p><b>Not Applicable</b></p> <p>Jamieson Street is a Neighbourhood Road</p>

	<p>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>			
Section D—If reconfiguring a lot or involving an extension or change to the road hierarchy				
PO5	<p>Development ensures that a new road connection provides:</p> <p>(a) safe, efficient and convenient connectivity of the new road to the major road network;</p> <p>(b) a minimum number of intersections to the major road network.</p>	AO5	Development provides access to the road network in a manner that preserves the function of the road hierarchy and addresses all impacts to the road network.	<p><b>Complies</b></p> <p>The proposal includes two single crossovers of 4m in width which reflect a residential crossover for access to a double garage.</p>
PO6	<p>Development ensures that an extension of or change to the road network:</p> <p>(a) provides internal connectivity and connects to the external road network;</p>	AO6.1	Development ensures that a new or upgraded road is designed and constructed in accordance with its road hierarchy classification as shown on the Road hierarchy overlay and the standards in the Infrastructure design planning scheme policy.	<p><b>Not Applicable</b></p> <p>Not proposed</p>

	<p>(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;</p> <p>(c) provides cycle connectivity to facilitate ease of access by the shortest reasonable distance to the next higher order cycle route;</p> <p>(d) includes the provision of bus routes that provide ease of access to bus customers;</p> <p>(e) minimises vehicle volumes and speed in residential streets while providing connectivity to major roads in a reasonable travel time;</p> <p>(f) provides a street layout that minimises travel time and traffic volumes on minor roads;</p> <p>(g) provides high permeability for pedestrian and cycle networks;</p> <p>(h) provides safe accessibility to lots by having more than one street providing access to the area;</p>			
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	(i) preserves the function of the road hierarchy and addresses all impacts to the road network.			
		AO6.2	<p>Development preserves the function of the road hierarchy and addresses all impacts on the road network.</p> <p>Note—This can be demonstrated in a transport impact assessment report prepared and certified by a 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</b></p> <p>The residential development will gain access to a minor road. TAPS Code assesses this in further detail.</p>
PO7	Development ensures that premises and vehicle access are located and controlled so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the major road network and preserves the function of the road hierarchy.	AO7	Development ensures that residential lots are laid out to ensure a future use does not directly ingress from or egress to a major road.	<p><b>Complies</b></p> <p>Access is to a minor road.</p>
PO8	Development ensures that an intersection is designed and constructed in accordance with its hierarchical classification as shown on the Road hierarchy overlay map.	AO8	Development ensures that an intersection is designed to the standard of the highest order road at the point of intersection in accordance with the road design standard in the Infrastructure design planning scheme policy.	<p><b>Not Applicable</b></p> <p>No intersection is proposed.</p>

# Streetscape Hierarchy Overlay Code

Performance Outcomes		Accepted Outcomes		Response
Section A—If for accepted development subject to compliance with identified requirements (acceptable outcomes only) or assessable development				
PO1	Development must improve pedestrian movement and amenity by providing for verges to a width that is appropriate to accommodate large subtropical street tree planting and high levels of pedestrian movement.	AO1	Development ensures that a verge is provided via a linear land dedication to create a minimum verge width as specified in Table 8.2.20.3.B and the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<b>Complies</b> The street is a Neighbourhood Major Street and accordingly has a 3.75m verge.
PO2	Development must construct verges including street tree planting, street furniture, paving, lighting and verge and kerb treatments that establish a high-quality subtropical streetscape with a strong pedestrian amenity focus.	AO2.1	Development ensures that existing street trees are retained and protected.	<b>Complies</b> Street trees are retained and protected where possible. A single tree is proposed to be removed with provision of a new tree to replace. Space is provided along the frontage for the possible location of the street tree – this is identified on the landscape plan.
		AO2.2	Development ensures that street tree planting, street furniture, paving, lighting and verge and kerb treatment are designed and constructed in compliance with the specifications of the streetscape locality advice and road corridor design standards in the Infrastructure design planning scheme policy.	<b>Complies</b> This is expected to form part of the conditions package.

Section B—If for assessable development				
PO3	Development ensures that the design of a corner land dedication identified on the Streetscape hierarchy overlay map: (a) facilitates a high level of pedestrian movement and activity; (b) enforces the sense of arrival to individual precincts and major connections; (c) provides a landmark definition through its materials and landscaping including deep-planting feature trees, seating and public art that integrates with the public realm.	AO3.1	Development ensures that a corner land dedication is provided: (a) where identified in the Streetscape hierarchy overlay map; (b) in compliance with a neighbourhood plan and the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	<b>Not Applicable</b> Not a corner site
		AO3.2	Development ensures that landscaping including a large feature tree and seating is provided in a corner land dedication area in compliance with the specifications and standards in the road corridor design and streetscape locality advice standards in the Infrastructure design planning scheme policy.	<b>Not Applicable</b> Not a corner site
		AO3.3	Development ensures that public art is provided in a corner land dedication area where identified in a neighbourhood plan and in compliance with the specifications and standards in the streetscape locality advice and public art standards in the	<b>Not Applicable</b> Not a corner site

			Infrastructure design planning scheme policy.	
If in or on a site adjoining the Wildlife movement solution sub-category				
PO4	Development incorporates effective wildlife movement infrastructure that enables safe wildlife movement across and past transport infrastructure.	AO4	Development ensures that infrastructure solutions are: (a) provided at the locations identified on the Streetscape hierarchy overlay map; (b) designed to: (i) account for daily and seasonal movement needs of native wildlife, such as foraging, breeding, predator and natural disaster avoidance; (ii) achieve physical separation of native wildlife and the road; (iii) adopt designs and treatments known to be used by native species, including significant fauna species listed in the Biodiversity area overlay code.  Note—Refer to the Infrastructure design planning scheme policy for further guidance of the design of wildlife movement solutions.	<b>Not Applicable</b> Not in or on a site adjoining the Wildlife movement solution sub-category.
		<b>Streetscape type</b>		
		<b>Required width</b>		
		Subtropical boulevard – in centre		
		Range 3.75m (or 4.25m for new roads) to 6m		

	Subtropical boulevard – out of centre	Range 3.75m (or 4.25m for new roads) to 6m	
	City street major	5m	
	City street minor	3.75m or 4.25m for new roads	
	Neighbourhood street major	3.75m or 4.25m for new roads	
	Neighbourhood street minor	3.75m or 4.25m for new roads	
	Industrial street	3.75m or 4.25m for new roads	
	Pathway link	In compliance with Chapter 4 Pathway design outside the road corridor of the Infrastructure design planning scheme policy	
	Corner land dedication	Range 25m <sup>2</sup> to 81m <sup>2</sup>	
	Locality street	In compliance with the Infrastructure design planning scheme policy	
	Laneway	In compliance with the Infrastructure design planning scheme policy	

# Potential and Actual Acid Sulfate Soils Overlay Code

Performance Outcomes		Accepted Outcomes		Response
PO1	Development protects the environmental values and ecological health of receiving waters and does not subject assets to accelerated corrosion.	AO1	<p>Development ensures that:</p> <p>a) no potential or actual acid sulfate soils are disturbed; or</p> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <p>b) the disturbance impacts in an area that hosts potential acid sulfate soils are appropriately managed, if less than 500m<sup>3</sup> of soil is disturbed and the watertable is not affected; or</p> <p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a preliminary acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy.</p> <p>c) impacts are appropriately managed if 500m<sup>3</sup> or more of soil is disturbed or the watertable in an area that hosts potential or actual acid sulfate soils is affected.</p>	<p><b>Complies</b></p> <p>The proposal triggers assessment due to the filling required beneath the proposed garages. Associated engineering documentation is provided which assesses this impact further via the Filling &amp; Excavation Code.</p>

			<p>Note—This can be demonstrated through the submission of an acid sulfate soil investigation report and a full acid sulfate soil management plan, with reference to the Potential and actual acid sulfate soils planning scheme policy using levels of testing commensurate with the level of risk. If the investigation demonstrates that an acid sulfate soil management plan is not required, only an investigation report is required.</p>	
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# Landscape Work Code

Performance Outcomes		Accepted Outcomes		Response
PO1	Development ensures that trees are protected from development impacts.	AO1.1	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.	<b>Complies</b> No vegetation exists on the site. A street tree will be removed and replaced for implementation of the crossover location.
		AO1.2	Development ensures that tree surgery and pruning is carried out in accordance with AS 4373-2007 Pruning of amenity trees for: (a) vegetation damaged as a result of the development; (b) vegetation requiring pruning of branches and/or roots.	<b>Complies</b> It is not considered that any tree surgery is required for this application. A street tree is proposed to be removed which will be completed by Asset Services.
PO2	Development provides acoustic barriers and long fences along street frontages which: (a) are enhanced by appropriate planting; (b) are of high visual quality; (c) are designed for longevity; (d) provide maintenance access and promote pedestrian permeability in appropriate circumstances.	AO2.1	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: (a) is designed in compliance with the standards in the Infrastructure design planning scheme policy; (b) incorporates elements of visual interest appropriate to the scale of the development for a fence or acoustic barrier over 40m long; (c) incorporates a gate for maintenance access to the street frontage side of	<b>Not Applicable</b> No acoustic barriers are required.

			<p>the barrier or fence if a gate 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>	
		AO2.2	<p>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>Not Applicable</b> No planting buffers are required.</p>
PO3	Development provides species as a screen or buffer which maintain the amenity of adjoining premises.	AO3	<p>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>Not Applicable</b> No landscape buffers are required.</p>
PO4	<p>Development has artificial growing environments which:</p> <p>(a) maximise opportunities for high-quality landscape planting;</p> <p>(b) incorporate water conservation measures.</p>	AO4.1	<p>Development provides drainage for podium planters which is connected to the stormwater drain and allows for flush out.</p>	<p><b>Not Applicable</b> Podium planters are not proposed</p>
		AO4.2	<p>Development provides species which are chosen to ensure the long-term</p>	<p><b>Not Applicable</b> Podium planters are not proposed</p>

			performance and access requirements of the landscape.	
		AO4.3	Development provides podium planting in compliance with BSD-9010, BSD-9011, BSD-9012	<b>Not Applicable</b> Podium planters are not proposed
PO5	Development provides landscaping in a common area which provides for clear sightlines and good visibility to entrance and exit points.	AO5.1	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. (c) Refer to the Crime prevention through environmental design planning scheme policy.	<b>Not Applicable</b> The proposal includes a subdivision which does not include any common areas for pathways.
		AO5.2	Landscaping and mounding do not interfere with visibility along a pathway. Refer to the Crime prevention through environmental design planning scheme policy.	<b>Not Applicable</b> The proposal includes a subdivision which does not include any common areas for pathways.
PO6	Development provides landscaping which supports a legible environment that can be safely navigated by pedestrians and cyclists.	AO6	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.	<b>Complies</b> Landscaping is provided forward of the dual occupancy to clearly separate public and private land.
PO7	Development provides a plant selection which addresses the functional issues of the development including:	AO7	Development provides species in accordance with the Planting species planning scheme policy	<b>Complies</b> Identified on the concept landscape plan

	(a) screening and buffering; (b) street presentation; (c) shading; (d) character; (e) amenity; (f) ecology; (g) water availability and stormwater treatment.			
PO8	Development provides planting densities and stock sizes which are optimised to reduce maintenance and erosion and to achieve amenity and ecological outcomes.	AO8	Development provides planting densities and stock sizes which are based on achieving full coverage of the mulched planting areas within 2 years	<b>Complies</b> Identified on the concept landscape plan
PO9	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.	AO9.1	Development provides species in a car park that are selected in accordance with the Planting species planning scheme policy.	<b>Not Applicable</b> No carpark planting is required for this development.
		AO9.2	Development provides planting areas within car parking areas that are protected by wheel stops or bollards.	<b>Not Applicable</b> No carpark planting is required for this development.
PO10	Development for a shade structure does not compromise landscape outcomes.	AO10	Development for a shade structure in a car park allows unimpeded access to natural sunlight and rainwater for landscaping and shade trees.	<b>Not Applicable</b> No carpark planting is required for this development.
PO11	Development involving the construction of retaining walls provides for: (a) safety;	AO11	Development of a retaining wall: (a) is constructed in compliance with the structures standards in the Infrastructure design planning scheme policy and is certified by a	<b>Complies</b> The proposed retaining wall will be designed in accordance with structural requirements. No planting is required within the wall due to its nature.

	(b) an attractive appearance appropriate to the surrounding area; (c) easy maintenance; (d) longevity; (e) minimal water seepage impacts.		Registered Professional Engineer Queensland; (b) incorporates planting areas.	
PO12	Development provides for: (a) water sensitive urban design measures which are employed within the landscape design to maximise stormwater use and to reduce any adverse impacts on the landscape; (b) stormwater harvesting to be maximised and any adverse impacts of stormwater minimised.	AO12.1	Development provides landscaping which is designed using the standards in the Landscape design guidelines for water conservation planning scheme policy.	<b>Complies</b> The landscaping will be designed in consideration of the applicable guidelines. It is expected that landscaping requirements will be conditioned.
		AO12.2	Development ensures that the design and requirements for irrigation is in accordance with the standards in the Landscape design guidelines for water conservation planning scheme policy.	<b>Complies</b> The landscaping will be designed in consideration of the applicable guidelines. It is expected that landscaping requirements will be conditioned.
		AO12.3	Development provides areas of pavement, turf 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.	<b>Complies</b> Areas of pavement, turf and mulched garden beds are provided with the concept plan.
PO13	Development provides landscaping which is capable of efficient and effective maintenance that ensures the success of the landscaping.	AO13.1	Development ensures that all turf areas on the site are accessible externally by standard lawn maintenance equipment and receive adequate sunlight.	<b>Complies</b> All turf areas are accessible by maintenance equipment and have access to sunlight.

		AO13.2	Development provides a reticulated irrigation system to common landscape and recreation areas and ensures that podium planters serviced from tank water and the control device are located in a common area.	<b>Not Applicable</b> No common landscape areas are proposed
		AO13.3	Development provides one hose cock within each private landscape and recreation area.	<b>Complies</b> Hose cocks will be provided with the plumbing approval. This is noted on the proposal plans.
		AO13.4	Development provides landscaping that uses appropriate materials to maintain the function of an overland flow path.	<b>Complies</b> The site is subject to flooding and has been designed to ensure that this is not impeded.
		AO13.5	Development provides planting media and mulch in accordance with AS4454 Composts, soil conditioners and mulches and AS 4419-2003 Soils for landscaping and garden use.	<b>Complies</b> Notated on the proposal plans
PO14	Development ensures that the location and type of planting do not compromise the function and accessibility of services and facilities.	AO14	Development provides plant species which are selected and sited, taking into consideration the location and access requirements of overhead and underground services.	<b>Complies</b> This will be considered when selecting species for the approval. It is expected to form part of the conditions of approval. Consideration will also be given to flood overlay.

# Transport, Access, Parking and Servicing Code

Performance Outcomes		Accepted Outcomes		Response
PO1	<p>Development is designed:</p> <ul 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> </ul> <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</li> </ul>	AO1	Development complies with the standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Complies</b></p> <p>The proposal includes two domestic driveways to a neighbourhood (minor) street with clear sightlines. No transport impact assessment is considered necessary due to the nature of the application.</p>


	<p>code and the standards and guidelines of the Transport, access, parking and servicing planning scheme policy;</p> <ul style="list-style-type: none"> <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>			
PO2	Development of a major size incorporates on-site provision for integration with the public transport network and the management of vehicles, public transport, pedestrians and cyclists, including providing appropriate pedestrian and cyclist linkages to adjoining uses, public	AO2	No acceptable outcome is prescribed.	<p><b>Not Applicable</b></p> <p>Development is not of a major size</p>

	areas and the transport network consistent with the planning by the Queensland Government and Council.			
PO3	Development provides vehicle access that is located and designed so as to have no significant impact on the safety, efficiency, function, convenience of use or capacity of the road network.	AO3.1	Development provides site access that is located and designed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Complies</b> The proposal provides two 4m crossovers – one for each unit. These crossovers comply with the BSD drawings and are clear of any intersections.
		AO3.2	Development provides an easement for a vehicular access benefiting all adjoining landowners and the Council if the vehicular access services more than an individual development or premises.	<b>Not Applicable</b> No easement is required
PO4	Development provides walking and cycle routes through the site which: (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety;	AO4.1	Development provides walking and cycle routes which are constructed on the carriageway or through the site to: (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.	<b>Not Applicable</b> No formal walking / cycling routes are required through the site.
		AO4.2	Development provides walking and cycle routes that are constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy	<b>Not Applicable</b> No formal walking / cycling routes are required. A footpath will be provided at the front of the site – please note that the location of this footpath is not standard due to the location of street trees and the existing pathway alignment along the street.

	<p>(d) provide a direct and legible network.</p> <p>Note—The Infrastructure design planning scheme policy provides additional guidance on how to comply with this performance outcome.</p>	AO4.3	Development provides walking and cycle routes which do not include a potential entrapment area, blind corner or sudden change in level that restrict sightlines.	<p><b>Not Applicable</b></p> <p>No formal walking / cycling routes are required</p>
PO5	<p>Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p> <p>(b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building;</p> <p>(c) is easily and safely accessible from outside the site;</p> <p>(d) does not impact adversely on visual amenity;</p> <p>(e) does not impede the movement of pedestrians or other vehicles;</p> <p>(f) is designed to comply with a recognised standard for the construction of bicycle facilities.</p>	AO5.1	Development provides on-site bicycle parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</p>
		AO5.2	Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers) in compliance with the Transport, access, parking and servicing planning scheme policy and AS 2890.3-1993 Bicycle parking facilities.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</p>
		AO5.3	Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</p>
		AO5.4	Development provides visitor bicycle parking which does not impede pedestrian movement.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</p>
		AO5.5	Development provides bicycle parking which is constructed in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</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.			
PO6	<p>Development provides shower cubicles and lockers in sufficient numbers to meet the needs and volume of predicted pedestrian and cyclist users.</p> <p>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>	AO6	Development provides shower cubicles and lockers for pedestrians and cyclists in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Not Applicable</b></p> <p>Table 21 stipulates that no formal bike parking is required.</p>
PO7	Development provides pedestrian and cyclist access to the site which is designed to provide safe movement and avoid unnecessary conflict between pedestrians, cyclists and motor vehicles.	AO7	Development provides pedestrian and cycle access that is designed and constructed in compliance with the site access design guidelines, pedestrian facilities standards and cyclist facilities standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Not Applicable</b></p> <p>Not required for a Dual Occupancy proposal.</p>

PO8	Development provides pedestrian and cyclist access to and from the site which is located to take advantage of safe crossing points of the adjacent road system, key destinations and public transport facilities.	AO8	No acceptable outcome is prescribed.	
PO9	<p>Development provides access driveways in the road area that are located, designed and controlled to:</p> <p>(a) minimise adverse impacts on the safety and operation of the transport network, including the movement of pedestrians and cyclists;</p> <p>(b) ensure the amenity of adjacent premises, from impacts such as noise and light.</p>	AO9.1	No acceptable outcome for access is prescribed, for a major development (as described in the Transport, access, parking and servicing planning scheme policy).	<b>Not Applicable</b> Not major development.
		AO9.2	Development which is not a major development (as described in the Transport, access, parking and servicing planning scheme policy) provides a single site access driveway in the road area to the lowest order road to which the site has frontage.	<p><b>Complies with PO</b></p> <p>A single crossover is provided for each dwelling unit for access to the double garages.</p> <p>The proposal is designed to reflect two dwelling houses and provides an excess in off-street carping to assist in alleviating the stress of the existing narrow street.</p> <p>A single crossover would be dominant, and would create obstructed turning angles for ingress/egress from the site which is not desirable nor considered to provide the safest option for pedestrians and other vehicles.</p> <p>In addressing the provisions of the PO:</p> <ul style="list-style-type: none"> <li>The proposed crossovers assist in the safe operation of the road network – this site does not front a major street.</li> </ul>

				<ul style="list-style-type: none"> <li>The crossovers minimise headlight impacts on adjoining sites by providing the ability to enter and exist in a perpendicular manner</li> </ul>
		AO9.3	Development ensures that sight distances to and from all proposed access driveways in the road area and intersections are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<p><b>Complies</b></p> <p>The proposal has no obstructions to sight lines and will comply with the provisions of table 7.</p> 
		AO9.4	<p>Development provides access driveways in the road area which:</p> <p>(a) are located, designed and controlled in compliance with the standards in the Transport, access, parking and servicing planning scheme policy;</p> <p>(b) are not provided through a bus stop, taxi rank or pedestrian crossing or refuge.</p>	<p><b>Complies</b></p> <p>The proposed crossovers are 4m in width and not located through any items noted in part b.</p>

		AO9.5	Development makes provision for shared access arrangements particularly where it is necessary to limit access points to a major road.	<b>Complies with PO</b> Shared access arrangements are not proposed – the site does not access a major road. Assessment of PO is identified above.
PO10	Redevelopment provides for: (a) the closure of all access driveways in the road area that no longer comply with the standards in the Transport, access, parking and servicing planning scheme policy; (b) the reinstatement of adjacent footpaths.	AO10	No acceptable outcome is prescribed.	<b>Complies</b> The existing crossover will be removed. This is expected to be conditioned.
PO11	Development provides that an internal approach to an access driveway in the road area is designed and located to provide for the safety of pedestrians and cyclists using paths adjacent to the frontage of the site, and motorists.	AO11.1	Development provides sight distances to and from all proposed access driveways in the road area and intersections which are in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Complies</b> Sightlines are compliant for the proposal.
		AO11.2	Development ensures that convex mirrors are only used in a site: (a) as a secondary support at access driveways; (b) in addition to acceptable sight splays that comply with the sight distances standards in the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> Not proposed.
PO12	Development in the City core and City frame as identified in Figure a	AO12	Development in the City core and City frame as identified in Figure a provides	<b>Not Applicable</b>

	provides car parking spaces at rates to discourage private car use and encourage walking, cycling and the use of public transport.		<p>maximum car-parking rates in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.</p> <p>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>	
PO13	Development outside of the City core and City frame as identified in Figure a provides on-site car parking spaces to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street.	AO13	<p>Development outside of the City core and City frame as identified in Figure a:</p> <p>(a) provides on-site car parking spaces in compliance with the standards in the Transport, access, parking and servicing planning scheme policy; or</p> <p>(b) for accepted development subject to compliance with identified requirements, does not result in on-street car parking if no parking standard is identified in the Transport, access, parking and servicing planning scheme policy.</p> <p>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,</p>	<p><b>Complies</b></p> <p>The proposal is for a dual occupancy and provides 4 on site car spaces.</p>

			parking and servicing planning scheme policy.	
PO14	<p>Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>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>	AO14.1	Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.	<b>Complies</b> The proposal is for a dual occupancy and provides 4 on site car spaces.
		AO14.2	Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.	<b>Not Applicable</b>
PO15	<p>Development provides a car park layout which allows for on-site vehicle parking that:</p> <p>(a) is clearly defined, safe and easily accessible;</p> <p>(b) is designed to contain potential adverse impacts within the site;</p>	AO15	Development provides parking bays, queue areas and manoeuvring areas which are designed for the design service vehicle to the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b>

	<p>(c) does not detract from the aesthetics or amenity of an area;</p> <p>(d) discourages on-street parking if parking has an adverse traffic management safety or amenity impact;</p> <p>(e) is consistent with safe and convenient pedestrian and cyclist movement.</p>			
PO16	Development creates a safe environment by incorporating the key elements of crime prevention through environmental design.	AO16	<p>Development incorporates the key elements of crime prevention through environmental design in its layout, building and structure design and landscaping by:</p> <p>(a) facilitating casual surveillance opportunities and including good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas;</p> <p>(b) defining different uses and ownerships through design and restricting access from non-residential uses into private residential dwellings;</p> <p>(c) promoting safety and minimising opportunities for graffiti and vandalism through exterior building design and orientation of buildings and use of active frontages;</p> <p>(d) ensuring publicly accessible areas such as car parks, pathways, public</p>	<p><b>Complies</b></p> <p>CPTED principles are implemented. This is not of high relevance for the TAPS code in this particular development.</p>

			<p>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>	
PO17	Development minimises the potential for graffiti and vandalism through access control, canvas reduction and easy maintenance selection.	AO17	<p>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>Complies</b></p> <p>The proposal ensures that no graffiti opportunities or canvases are readily provided with the development.</p>

PO18	Development is serviced by an adequate number and size of service vehicles.	AO18	Development ensures that the number and size of design service vehicles selected for the site is in compliance with the standards in the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> Proposal is for a dual occupancy.
PO19	Development layout provides for services which: (a) are wholly within the site, other than service vehicle manoeuvring areas which may overhang the verge on a minor road where use of the footpath is not adversely affected; (b) are clearly defined, safe and easily accessible; (c) are designed to contain potential adverse impacts of servicing within the site; (d) do not detract from the aesthetics or amenity of the surrounding area.	AO19.1	Development ensures that a service bay provided on site: (a) is provided and designed to comply with the design vehicle table and service area design standards in the Transport, access, parking and servicing planning scheme policy; (b) is located away from street frontages and screened from adjoining premises.	<b>Not Applicable</b> Proposal is for a dual occupancy.
		AO19.2	Development provides on-site servicing facilities and associated on-site vehicle manoeuvring areas which are designed in compliance with the service area design standards in the Transport, access, parking and servicing planning scheme policy.	<b>Not Applicable</b> Proposal is for a dual occupancy.
		AO19.3	Development provides service areas for refuse collection in compliance with the standards in the Refuse planning scheme policy, Transport, access, parking and servicing planning scheme policy and the Infrastructure design planning scheme policy.	<b>Not Applicable</b> Proposal is for a dual occupancy. Refuse collection is from the kerb
PO20	Development provides service vehicle access routes to and from	AO20	Development ensures that service vehicles use the shortest and most direct	<b>Not Applicable</b> Proposal is for a dual occupancy.

	<p>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>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>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 on vehicle identified by the Queensland Government as requiring a permit to operate on the road (freight-dependent development)</p>				
PO21	<p>Development which is freight-dependent development ensures that the traffic generated by the development does not impact on:</p> <p>(a) the operation of the transport network;</p> <p>(b) the safety and amenity of a residential area;</p> <p>(c) a road not constructed to accommodate a non-standard vehicle such as a road only constructed to accommodate a vehicle that has a legal right of access to all roads including Austroads vehicles classes 1–9.</p>	AO21.1	<p>Development which is freight-dependent development is located on a site which:</p> <p>(a) has frontage to or direct access to the freight network in the Road hierarchy overlay via roads in a zone in the Industry zones category; or</p> <p>(b) can be serviced by a route that can act as a primary freight access route and connect to an existing primary freight route without impacting on the safe operation of the road network in compliance with the heavy vehicle standards in the Transport, access, parking and servicing planning scheme policy.</p>	<p><b>Not applicable</b></p> <p>Site is not required to be serviced by noted vehicles.</p>
		AO21.2	<p>Development which is freight-dependent development provides any necessary upgrade to a road used as an access route in compliance with the Infrastructure design planning scheme policy.</p>	<p><b>Not applicable</b></p> <p>Site is not required to be serviced by noted vehicles.</p>