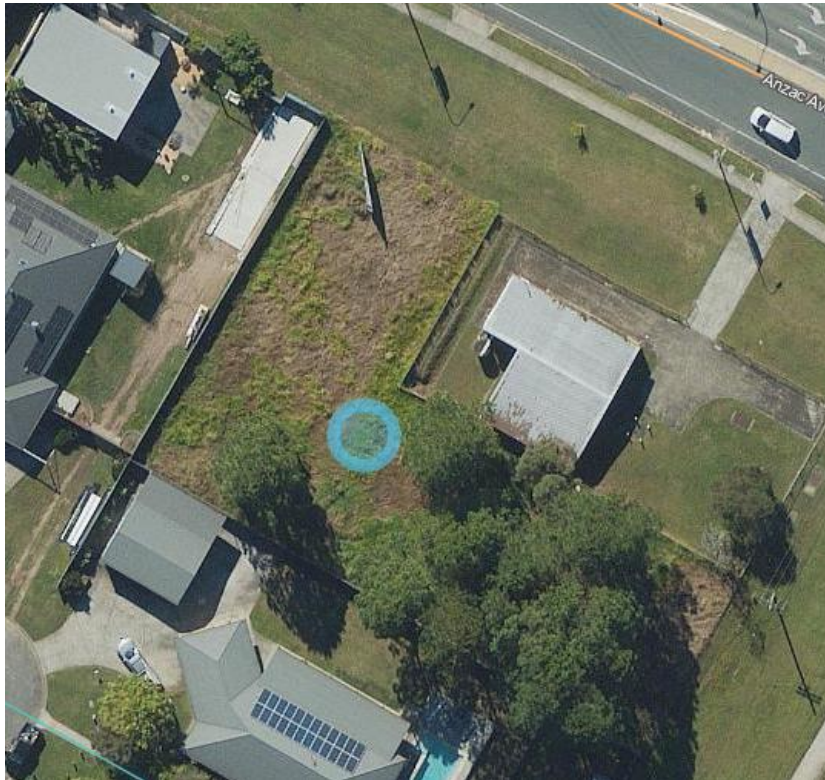


**Reconfiguration of a Lot (1 into 2)
And Variation Request to amend
Planning Scheme**

*175 Albert Street, Logan
Village QLD 4207*



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EXECUTIVE SUMMARY

This assessment report has been prepared by **Toohey Survey Pty Ltd** on behalf of Tom Levai as part of a development application seeking to gain approval for a Code Assessable Reconfiguration of a Lot (1 into 2 lots) on Lot 1 on RP 135229 at 175 Albert Street, Logan Village. The subject site is located in the Community Facilities zone. Although reconfiguring a lot in the Community facilities zone is code assessable, the application also seeks a Variation Request to vary the effect of the Logan Planning Scheme 2015 to apply the provisions of the Low density residential zone (Village precinct) to support the proposed Reconfiguring a lot application.

The land is currently vacant, and the proposed development has a total site area of 1,618m² and is wholly contained within the Community facilities zone.

Pre-lodgement written advice was received from Logan City Council regarding this proposal.

REASONS FOR APPROVAL

- The proposed development is code assessable;
- There are no apparent conflicts with state or local planning laws and policies;
- The proposed development is consistent with the Acceptable Outcomes of the applicable codes of the *Logan Planning Scheme 2015*; and
- The proposed development is consistent with the amenity and character of the locality and with the other surrounding residential developments in the area, and as such, can be expected to accord with reasonable expectations of existing and future residents in the area.

The following report, which includes application details and overview, site context and analysis, details of the development concept, state and local planning framework assessment, and a summary conclusion - provides the necessary town planning assessment to document the compliance of the proposed development with the relevant requirements.

REQUEST FOR A DECISION

In light of the reasons for approval discussed above and in the body of this report, it is requested that Logan City Council approve the proposed Reconfiguration of a Lot application subject to relevant and reasonable conditions.

TOOHEY SURVEY PTY LTD.

1.0 APPLICATION DETAILS

1.1 SITE AND PROPOSAL DETAILS:

SITE ADDRESS:	175 Albert Street, Logan Village
LOT ON PLAN DESCRIPTION:	Lot 1 on RP 135229
SITE AREA:	1,618m ²
LOCAL GOVERNMENT:	Logan City Council
ZONE AND PRECINCT:	Community Facilities
OVERLAYS:	• Acid sulfate soils • Biodiversity areas • Bushfire hazard • Low flood risk area • Transport noise corridor • Wetland buffer
SEQ REGIONAL LAND USE:	Urban Footprint
PROPOSED DEVELOPMENT:	Reconfiguration of a Lot (1 into 2)

1.2 DEVELOPMENT DETAILS:

TYPE OF APPROVAL:	Reconfiguration of a Lot / Development Permit
LEVEL OF ASSESSMENT:	Assessable Development / Code Assessment

1.3 APPLICANT DETAILS:

APPLICANT:	Toohey Survey Pty Ltd
CONTACT PERSON:	Milan Ninkovic for Toohey Survey
TELEPHONE:	(07) 3800 4331
EMAIL:	Milan.Ninkovic@tooheysurvey.com.au

2.0 APPLICATION OVERVIEW

Variation Request to vary the effect of the Logan Planning Scheme 2015 to apply the provisions of the Low-density residential zone (Village precinct) to support the proposed Reconfiguring a lot application. The proposal is to subdivide the 1,618m² allotment into 2 freehold lots with both lots gaining access from Anzac Avenue. The proposed lot sizes are consistent with the requirement of the Low-density residential (Village Precinct) zone.

2.1 SITE CONTEXT AND CHARACTERISTICS

2.1.1 CURRENT SITE

Logan Village is a growing rural-residential community within the City of Logan, approximately 35 km south-west of Brisbane. The area is characterised by a mix of established residential development, larger rural-residential lots, agricultural land and open space, with development concentrated around the Logan Village town centre and key transport corridors.

The locality is experiencing ongoing population and development growth, supported by its proximity to major employment areas, the Pacific Motorway and broader Logan growth areas. Future planning is focused on accommodating residential growth while maintaining the area's rural character, environmental values and community facilities. Key planning considerations include transport and infrastructure capacity, stormwater and flooding, protection of waterways and vegetation, appropriate residential density, and the integration of new development with existing rural and residential areas.

The suburb's proximity to major commercial hubs and transport networks positions it as a key area for future residential expansion and urban consolidation within the broader Logan region. Please refer to aerial photograph of the site in **Figure 1**.



Figure 1: Aerial view of the site (Source: Qld Globe, 2026)

The subject property on Lot 1 on RP 135229 at 175 Albert Avenue, Logan Village consists of one regularly shaped allotment totalling 1,618m² with a 20m frontage to both Anzac Avenue and Waterford-Tamborine Road. The site is vacant and the proposal will create two regular rectangular shape lots and will no longer be an awkward L shape.

2.1.2 SERVICES AND INFRASTRUCTURE

The subject lot has been previously developed for residential purposes and maintains existing services and infrastructure which includes water, sewer, electricity and telecommunications services.

2.1.3. ROAD FRONTAGE AND ACCESS

Anzac Avenue is classified as an urban arterial dual carriageway road, while Waterford-Tamborine Road is a state-controlled road. Due to this classification and the site's proximity to the intersection, Anzac Avenue has been selected as the proposed access point for both lots. The existing road network includes footpaths, kerb and channel on both sides of the carriageway.

2.1.4 TOPOGRAPHY AND VEGETATION

The subject site is relatively flat with minor slope away from Anzac Avenue. For greater detail, refer to Detail Survey prepared by Toohey Survey Pty Ltd. The site contains domestic vegetation but does not contain any significant or protected vegetation.

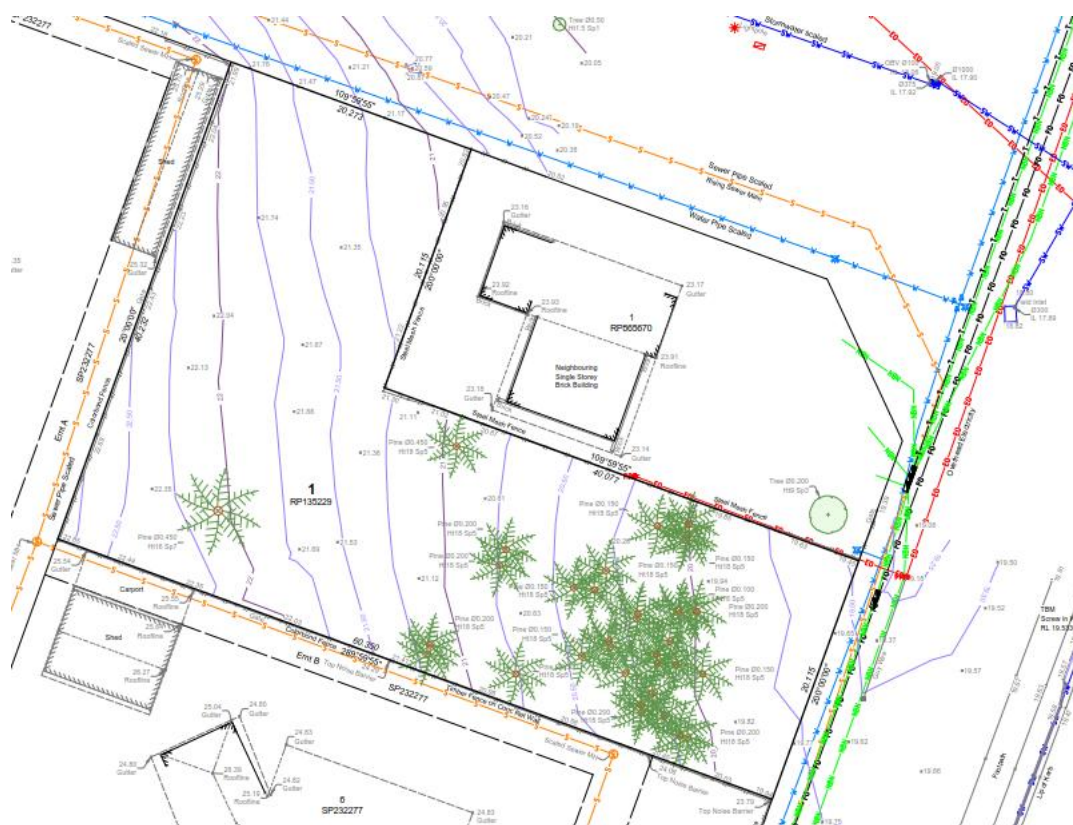


Figure 2: Detail Survey (Source: Toohey Survey, 2026)

2.1.5 SURROUNDING LAND USE AND CHARACTER OF STREETScape

As illustrated in the land use classification map and aerial photograph in **Figure 2** below, the land surrounding the site is primarily used for low density residential purposes and is characterised by detached dwelling houses situated on a variety of lot sizes.



Figure 3 Surrounding land uses (Source: Logan Planning Scheme 2015)

3.0 THE DEVELOPMENT CONCEPT

The development, in association with the neighbouring facilities, is consistent with the low-density residential – suburban character of the locality. The proposal complements a liveable environment and will not create any adverse impacts on the neighbouring residential area or on the natural environment.

The development will make use of the existing services and infrastructure which includes water, electricity and telecommunications services. As a part of the development, the lawful point of discharge will be to the kerb and channel to the front of the site. Submission will need to be made to Logan Water upon approval. For further details on services, please refer to Civil Drawings prepared by Civil Works. Waste removal will remain via kerbside collection.

3.1 THE PROPOSED DEVELOPMENT

The proposal seeks a Development Permit for the subdivision of an existing lot into two freehold title allotments within the Community facilities zone. Proposed Lot 2 will be designated as a rear lot, with access provided via an easement over Proposed Lot 1, which fronts Anzac Avenue. The proposed access easement will have a width of 4 meters, allowing for future residential development.

Both proposed Lots will remain vacant and will be subject to a future building application once the development application and Variation Request to change the zoning to LDR Village approved. This subdivision aligns with the objectives of the Low-Density Residential zone, supporting the ongoing development of residential areas while maintaining appropriate access and infrastructure for future uses.

The proposed lots meet the minimum lot size as prescribed for the Low Density Residential – Village zone where the minimum lot size is 400m² for front lots and 500m² for rear lots. Please refer to **Table 1** for details of the proposed lot sizes, dimensions and access.

LOT NUMBER	TOTAL AREA	FRONTAGE (METRES)	LOT DEPTH (METRES)	ACCESS
1	816m ²	20.27	40	Existing Crossover to Anzac Ave
2	806m ²	20.15	40	Access Easement to Anzac Ave

Table 1 Details of the proposed allotments at 175 Albert Street, Logan Village

The proposed lot boundary subdivision is pictured below in **Figure 3**, which contains an extract of the proposal plan. The formal proposal plan prepared by Toohey Survey Pty Ltd is included in this development application.



Figure 4: Extract of Subdivision Proposal Plan (Source: Toohey Survey, 2026)

3.1.2 PRELIMINARY APPROVAL TO VARY THE EFFECT OF THE PLANNING SCHEME

Despite the compatibility of the proposed development with other residential development in the area and the future intent of the site under the Strategic Framework, the proposal conflicts with various acceptable outcomes under the Dual occupancy and dwelling house code, meaning all future dwelling houses over the proposed lots will not be able to comply with the accepted development requirements of the code. This has level of assessment implication in that all future dwelling houses would be assessable development and require separate planning approval. To overcome this issue, the development application seeks a Preliminary Approval to vary the effect of the Planning Scheme to the extent that the relevant level of assessment provisions and assessment criteria for the Low-density residential zone (Village precinct) be applied to the residential allotments. The primary purpose of the Preliminary Approval component is to ensure suitable design and siting provisions are established for the lot sizes proposed and that all future dwelling houses trigger accepted development, where complying with the relevant design and siting provisions.

A Variation Request is being sought to vary the effect of the Logan Planning Scheme 2015 by applying the provisions of the Low density residential zone (Village precinct) to the subject site. This request is necessary to support the proposed Reconfiguring a lot application, having regard to the conflict identified with the Reconfiguring a lot code and the Purpose of the zone code.

The Variation Request will also provide an appropriate planning framework for the future development of the proposed lots, including the establishment of future dwelling houses. As residential land uses are not supported within the Community facilities zone, applying the Low density residential zone (Village precinct) provisions will ensure the proposed residential reconfiguration and subsequent development are appropriately aligned with the intended built form and planning outcomes for the locality.

In order to facilitate the residential subdivision and ensure dwelling houses remain accepted development, the development application seeks a Variation Approval to vary the effect of the Planning Scheme under Section 50 of the *Planning Act 2016*.

The Variation Request seek to vary the Planning Scheme *to override the Community facilities zone as follows:*

- *The category of assessment for a Material Change of Use to be in accordance with the Low density residential zone – Village precinct;*
- *The category of assessment for Reconfiguring a Lot to be in accordance with the Low density residential zone – Village precinct;*
- *The category of assessment for Operational works to be in accordance with the Low density residential zone – Village precinct;*
- *The Dual Occupancy and Dwelling House code varied to the extent the overlay provisions of the code are not applicable; and*
- *The Dual Occupancy and Dwelling House code varied to the extent that future dwellings on the proposed lots are subject to the requirements of the Low density residential zone – Village precinct and the QDC.*

The intent is not to vary all aspects of the planning scheme in force, rather, the proposal seeks to appropriately facilitate the conversion of non-urban land into small, low density lots in a manner consistent with the purpose statements of the Logan Planning Scheme 2015.

3.1.3 STRATEGIC FRAMEWORK

The proposed development is subject to impact assessment and is therefore required to be assessed against the strategic framework. The Strategic Framework in Part 3 of the Logan Planning Scheme 2015 outlines the direction of policies for the Planning Scheme and ensures appropriate development occurs. The Strategic Framework contains eleven themes that represent the policy intent and are as follows:

- (i) settlement pattern;
- (ii) residential;
- (iii) centres;
- (iv) employment;
- (v) community;
- (vi) rural;
- (vii) natural environment;
- (viii) natural hazards;
- (ix) design, place making and amenity;
- (x) transport;
- (xi) infrastructure.

The settlement pattern theme identifies the broader land-use intent for all land within the planning scheme area. The settlement pattern comprises the Urban footprint, the Future urban area, the Priority development area, the Regional landscape and rural production area and the Rural living area. The site is identified as a 'future urban area' within the urban footprint.

The strategic outcome for the urban footprint is to provide for high quality places for people to live, work, learn and play; and to accommodate predominately urban development. Future urban areas are to accommodate greenfield development that is to be comprehensively planned to provide well integrated and serviced new communities.

The proposal seeks to convert the site from a non-urban use to an urban residential purpose through a small-scale subdivision consistent with the requirements of the Low-density residential zone, Village precinct. Although the site is currently zoned Community Facilities, there is no identified need or intended use for community facilities on the land. Given the current demand for additional housing and greater housing choice, residential development represents a more appropriate and beneficial use of the site.

The required land use and infrastructure planning has been undertaken prior to lodging this development application, with the application supported by a number technical reports and plans that demonstrates the proposed development has been designed in consideration of the existing and approved development in the area and will be serviced by all essential urban infrastructure, including new public roads, reticulated water supply and sewer mains and stormwater networks. Therefore, the subject site is suitable for development for urban purposes.

The proposal seeks to convert non-urban land to urban purposes by developing the land for a new residential subdivision that is commensurate with the requirements expected for development within the Village precinct of the Low-density residential zone.

The overall development, in association with the neighbouring facilities, is consistent with the both zones of the site. The proposed development of this site complements a liveable environment and does not create any adverse impacts on the neighbouring residential area or on the natural environment.

The proposed development will add value both in economic and aesthetic terms to the area and complement the existing residential areas adjacent to the subject site. This proposal more than satisfies the Performance Criteria of the planning scheme. Importantly, the development also provides an opportunity for increased housing choice within the Logan area and would assist Council in achieving additional residential growth, settlement patterns, infrastructure, community, and employment to meet the targets set by *ShapingSEQ*.

Furthermore, the subject site is located within the Urban footprint which aims to accommodate a range of urban uses in the forms of housing, business, industry, community facilities, infrastructure and urban open space. As the proposal is for the Reconfiguration of a Lot (1 lot into 2 lots) situated in a developing residential neighbourhood, this application is consistent with the intentions and demands of the Urban Footprint.

Accordingly, the proposed development is considered to comply with the strategic framework of the planning scheme.

4.0 STATUTORY FRAMEWORK AND ASSESSMENT

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

4.1 PLANNING ACT 2016

The Planning Act 2016 commenced on 3 July 2017 and is the over-arching state legislation by which local governments (and state agencies in particular circumstances) assess and make decisions on the various land-use and development proposals. This report has been prepared in accordance with the provisions under the *Planning Act 2016* outlined in this report.

4.1.1 LEVEL OF ASSESSMENT

The Planning Act 2016 defines development as separately defined components which include: the carrying out of building work, plumbing or drainage work or operational work; reconfiguring a lot; or making a material change of use of premises. The subject application is for reconfiguring a lot.

There are three categories of development under the Planning Act 2016 which are:

- prohibited development: is development for which a development application may not be made;
- assessable development: is development for which a development approval is required; or
- accepted development: is development for which a development approval is not required.

If development is assessable development, it may be either code assessable development or impact assessable development. The proposed development is Code Assessable as outlined in Section 4.3.2.

4.1.2 PUBLIC NOTIFICATION

Section 53 of the Planning Act 2016 states that the notification stage applies to applications requiring Impact Assessment. As discussed above, this development application is Impact Assessable under the *Logan Planning Scheme 2015* and **does** require public notification under the Planning Act 2016.

4.1.3 REFERRAL AND THE STATE DEVELOPMENT ASSESSMENT PROVISIONS

Section 54 of the Planning Act 2016 and Part 4, Division 3 of the Planning Regulation 2017 outline the referral requirements for development applications. The State Development Assessment Provisions prescribed in the Planning Regulation 2017 define the state's interest in development assessment and contains the matters the State Assessment and Referral Agency (SARA) considers when assessing a development application where the state has a jurisdiction.

This development application does not require SARA referral in accordance with Schedule 10 of the Planning Regulation 2017; therefore, the State Development Assessment Provisions do **not** apply to this development application.

4.2 STATE PLANNING REQUIREMENTS

The Queensland government sets out the state and regional planning matters to be preserved and protected - the state interests. It uses two types of instruments, or tools, to do this:

- State Planning Policy
- Regional Plans

4.2.1 STATE PLANNING POLICIES

The State Planning Policy (SPP) is a state planning instrument made by the Minister under Section 10 of the Planning Act 2016. The SPP defines the Queensland government's policies about matters of state interest in land use planning and development by outlining 17 state interests that must be considered in every planning scheme across Queensland.

These 17 state interests are arranged under five broad themes:

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

Under the Planning Act 2016, each local government planning scheme sets out integrated state, regional and local planning and development assessment policies for an entire local government area. The SPP supports this by outlining the state interests applicable to plan making that should be given effect through each local government planning scheme.

Table 2 below addresses the relevant components of the SPP to ensure that identified state interests have been appropriately considered.

State Planning Policy	Matter	Response
Housing Supply and Diversity	<i>Diverse, accessible and well-serviced housing, and land for housing is provided and supports affordable housing outcomes.</i>	This Matter is appropriately reflected in the <i>Logan Planning Scheme 2015</i> .
Liveable Communities	<i>Liveable, well-designed and serviced communities are delivered to support wellbeing and enhance quality of life.</i>	This Matter is appropriately reflected in the <i>Logan Planning Scheme 2015</i> .
Agriculture	<i>The resources that agriculture depends on are protected to support the long-term viability and growth of the agricultural sector.</i>	The development does not involve any Important Agricultural Areas, Agricultural land classified as Class A or B or Stock Route Networks.
Development and Construction	<i>Employment needs, economic growth, and a strong development and construction sector are supported by facilitating a range of residential, commercial, retail, industrial and mixed-use development opportunities.</i>	The development does not involve any Priority Development Areas or State Development Areas.
Mining and Extractive Resources	<i>Extractive resources are protected and mineral, coal, petroleum and gas resources are appropriately considered to support the productive use of resources, a strong mining and resource industry, economical supply of construction materials, and avoid land use conflicts where possible.</i>	The development does not involve any Key Resource Areas.
Tourism	<i>Tourism planning and development opportunities that are appropriate and sustainable are supported, and the social, cultural and natural values underpinning tourism developments are protected.</i>	The development does not involve any tourism opportunities.
Biodiversity	<i>Matters of environmental significance are valued and protected, and the health and resilience of biodiversity is maintained or enhanced to support ecological processes.</i>	The development does not involve any matters of environmental significance.
Coastal Environment	<i>The coastal environment is protected and enhanced, while supporting opportunities for coastal-dependent development, compatible urban form, and maintaining appropriate public use of and access to, and along, state coastal land.</i>	The proposal is not located in a Coastal Management District.

Cultural Heritage	<i>The cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage, is conserved for the benefit of the community and future generations.</i>	The proposal does not involve a National Heritage Place or State Heritage Place.
Water Quality	<i>The environmental values and quality of Queensland waters are protected and enhanced.</i>	The development will not result in six or more lots and is located in an urban area.
Emissions and Hazardous Activities	<i>Community health and safety, and the natural and built environment, are protected from potential adverse impacts of emissions and hazardous activities. The operation of appropriately established industrial development, major infrastructure, and sport and recreation activities is ensured.</i>	The development does not involve any emissions or hazardous activities and there are no identified high-pressure gas pipelines.
Natural Hazards, Risk and Resilience	<i>The risks associated with natural hazards, including the projected impacts of climate change, are avoided or mitigated to protect people and property and enhance the community's resilience to natural hazards.</i>	The development is not located within any natural hazard areas.
Energy and Water Supply	<i>The timely, safe, affordable and reliable provision and operation of electricity and water supply infrastructure is supported and renewable energy development is enabled.</i>	The development will not affect any infrastructure corridors, is not over or near any major infrastructure.
Infrastructure Integration	<i>The benefits of past and ongoing investment in infrastructure and facilities are maximised through integrated land use planning.</i>	The development is occurring in an area currently serviced by state and/or local infrastructure and associated services.
Transport Infrastructure	<i>The safe and efficient movement of people and goods is enabled, and land use patterns that encourage sustainable transport are supported.</i>	The proposal is not for large-scale residential, retail or commercial development. Nor is the site adjacent to a state-controlled road, railway corridor, public passenger transport facility, state-controlled transport tunnel, busway corridor, light rail corridor, active transport corridor or located within 400m of a public passenger

		transport facility or a future transport infrastructure.
Strategic Airports and Aviation Facilities	<i>The operation of strategic airports and aviation facilities is protected, and the growth and development of Queensland's aviation industry is supported.</i>	The development proposes a Material Change of Use for dwelling houses which will not affect Strategic Airports and Aviation Facilities.
Strategic Ports	<i>The operation of strategic ports and priority ports is protected and their growth and development is supported.</i>	The development does not affect a strategic port.

Table 2 Assessment of State Interests in Relation to the Proposal

4.2.2 SOUTHEAST QUEENSLAND REGIONAL PLAN 2017 (SHAPING SEQ)

The South East Queensland Regional Plan 2017, known as *ShapingSEQ*, is the regional plan for the South East Queensland region. Effective 11 August 2017, *Shaping SEQ* is supported by regulatory provisions in the Planning Regulation 2017. It provides a regional framework for growth management, and sets planning direction for sustainable growth, global economic competitiveness and high-quality living. **Figure 4** below identifies that the subject site is located within the Urban Footprint of *Shaping SEQ*.

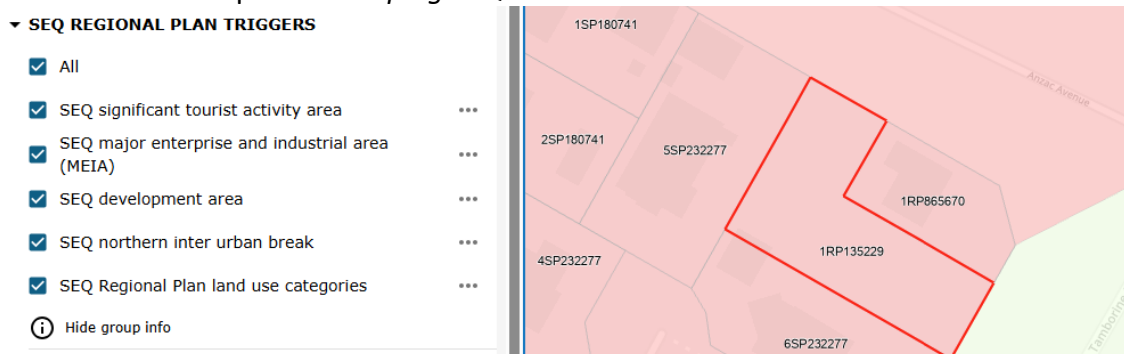


Figure 5: Site within Urban Footprint of the South East Queensland Regional Plan 2017 (DA Mapping System, 2015 MapData Services Pty Ltd (MDS), PSMA)

The subject site is located within the Urban Footprint of *Shaping SEQ*. The intent of the urban footprint is to accommodate a range of urban uses in the forms of housing, business, industry, community facilities, infrastructure and urban open space.

As the proposal is for Reconfiguration of a Lot (1 into 2 lots) situated in a developed residential area, this application is consistent with the intentions and demands of the Urban Footprint. Therefore, the *Shaping SEQ* provisions do not apply to the assessment of this application.

4.3 LOCAL PLANNING FRAMEWORK

The proposed development has been assessed against the provisions of the *Logan Planning Scheme 2015*, the local planning instrument in place within the Logan City Council Local Government Area in accordance with Section 314(2) of the *Planning Act 2016*.

4.3.1 APPROVAL SOUGHT

This application seeks approval for a Development Permit - Reconfiguring a Lot (1 into 2 lots) at 175 Albert Street, Logan Village formally described as Lot 1 on RP 135229.

4.3.2 LEVEL OF ASSESSMENT

The proposed subdivision is located in the Community Facilities Zone, however, a Variation Request is sought to vary the effect of the Logan Planning Scheme 2015 to reflect the LDR Village zoning in order to support the development application.

4.3.3 NEIGHBOURHOOD PLAN

The site is not subject to a Neighbourhood plan area.

4.3.4 APPLICABLE PLANNING SCHEME CODES

A full assessment of the proposal against all applicable codes is included in **Appendix A - Code Assessment**. This assessment has determined that the proposal generally accords the planning scheme requirements for development of the proposed nature.

5.0 CONCLUSION

In conclusion, this assessment report has identified and considered the relevant provisions of the Logan Planning Scheme 2015 applicable to the proposed subdivision and has assessed the development against the relevant assessment benchmarks and planning intent for the locality. It is the professional opinion of Toohey Survey Pty Ltd that the proposed Reconfiguration of a Lot warrants Council's support, as the development represents an orderly and logical subdivision outcome that is consistent with the established low-density residential character of the surrounding area. The proposal has been carefully designed to respond to the local context, existing development pattern, and the prevailing values and expectations of the locality.

The proposed subdivision is consistent with the strategic intent and overall outcomes of the Logan Planning Scheme 2015, particularly in facilitating an appropriate form of residential growth within an existing urban area. The resulting lots are of a size, dimension, and configuration capable of accommodating lawful residential development outcomes that are compatible with the surrounding neighbourhood character. Furthermore, the proposal will maintain the existing function, safety, and operational efficiency of the local road network and will not result in adverse impacts upon the amenity of adjoining properties or the wider locality.

Importantly, the development will contribute positively to housing diversity and supply within the local government area by providing additional residential opportunities in a serviced and established urban location. In doing so, the proposal also supports the broader regional growth objectives and dwelling supply targets identified under ShapingSEQ and related State planning policy initiatives.

Having regard to the above, the proposal is considered to represent an appropriate and well-planned development outcome that is aligned with the reasonable expectations of both existing and future residents. Accordingly, we respectfully request that Council give favourable consideration to the application and look forward to working collaboratively toward a positive planning outcome for all parties involved.

6.2.5

Low density residential zone code

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

Table 6.2.5.3.1 - Low density residential zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use in the Low density residential zone is for uses identified in: a. section 6.2.5.2(3)(e)(i) overall outcomes for the Acreage precinct; or b. section 6.2.5.2(3)(f)(i) overall outcomes for the Large suburban precinct; or c. section 6.2.5.2(3)(g)(i) overall outcomes for the Small acreage precinct; or d. section 6.2.5.2(3)(h)(i) overall outcomes for the Small lot precinct; or e. section 6.2.5.2(3)(i)(i) overall outcomes for the Suburban precinct; or f. section 6.2.5.2(3)(j)(i) overall outcomes for the Village precinct.	AO1 A use in the Low density residential zone is for uses identified in: a. section 6.2.5.2(3)(e)(i) overall outcomes for the Acreage precinct; or b. section 6.2.5.2(3)(f)(i) overall outcomes for the Large suburban precinct; or c. section 6.2.5.2(3)(g)(i) overall outcomes for the Small acreage precinct; or d. section 6.2.5.2(3)(h)(i) overall outcomes for the Small lot precinct; or e. section 6.2.5.2(3)(i)(i) overall outcomes for the Suburban precinct; or f. section 6.2.5.2(3)(j)(i) overall outcomes for the Village precinct.	Complies. The proposed 1 into 2 ROL maintains lot sizes which are greater than 500m ² consistent with the intended lot size and character of the proposed variation request precinct. The proposed lots also maintain a block pattern that accommodates traditional backyards, large trees and wider frontages.
Design		
Building height		
PO2 A building has a building height that is: a. consistent with the intended character for the precinct; b. responsive to the topography of the site; c. compatible with the height of adjoining buildings.	AO2 A building on a slope of: a. less than 15 percent has a maximum building height of 8.5 metres; or b. 15 percent or more has a maximum building height of 10 metres.	Not Applicable.

Boundary clearance		
PO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development provides boundary clearances that: a. allow for the separation of buildings or structures necessary to ensure the impacts on residential amenity and privacy are minimised; b. provide access to natural light and ventilation; c. are consistent with the character for the precinct.	AO3 Unless Dual occupancy, Relocatable home park, Residential care facility or Retirement facility development has minimum boundary clearances that comply with Table 6.2.5.3.3 - Low density residential zone boundary clearance provisions.	Not Applicable.
Density		
PO4 Development achieves a density consistent with that intended for the precinct.	AO4 Development has a maximum density shown in Table 6.2.5.3.4 - Low density residential zone densities.	Not Applicable.
Amenity		
General emissions		
PO5 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to: a. noise emissions; b. air emissions; c. light emission; d. radiation emissions; e. vibration emissions.	AO5 Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management: a. Table 3.2.1.1 - Noise emission standards for the protection of residential amenity where adjoining a premises in a zone specified in 3.2.1(1)(a) of Planning scheme policy 3 - Environmental management; b. Table 3.2.1.2 - Noise emission standards for the protection of general amenity where adjoining a premises in a zone specified in 3.2.1(1)(b) of Planning scheme policy 3 - Environmental management; c. Table 3.2.2.1 - Air emission standards;	Not Applicable.

		d. Table 3.2.3.1 - Light emission standards; e. section 3.2.4 - Radiation emission standards; f. Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration (m/s^2) 1/80Hz.	
Reverse amenity			
PO6 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure and corridor by mitigating the adverse impacts of the infrastructure.	A06 Development, being a sensitive land use, within 100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 - Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.	Not Applicable.	
PO7 A sensitive land use is designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry. Note - Planning scheme policy 3 - Environmental management provides guidance on how to achieve this outcome.		A07 A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.5.3.2. Table 6.2.5.3.2	Not Applicable.
Column 1: Separation distance	Column 2: Use		
1,500 metres	Special industry		
500 metres	High impact industry		
500 metres	Intensive animal industry		
300 metres	Intensive horticulture		
300 metres	Wholesale nursery		
250 metres	Medium impact industry		
For assessable development only			
Design			

Built form		
PO8 A building contributes to the character of the precinct with articulated buildings and detailing by: a. orientating towards the primary street frontage; b. providing an attractive and well-articulated façade.	AO8 No acceptable outcome provided.	Not Applicable.
Streetscape		
PO9 Development provides a consistent and cohesive streetscape, which creates visual interest, a sense of place and a safe pedestrian environment that is consistent with the intended character of the precinct through the use of: a. footpath paving; b. street trees; c. landscaping.	AO9 No acceptable outcome provided.	Complies. The proposed 1 into 2 ROL maintains lot sizes which are greater than 500m ² consistent with the intended lot size and character of the precinct. The proposed lots also maintain a block pattern that accommodates traditional backyards, large trees and wider frontages.
Service areas and storage		
PO10 Plant, equipment, services and outdoor storage of materials do not detract from the streetscape or character of the precinct.	AO10 Plant, equipment, services and outdoor storage of materials are not visible from a road or public open space.	Not Applicable.
Reconfiguring a lot		
PO11 Reconfiguring a lot: a. in the Small lot precinct creates a lot with a minimum size of 300m²; or b. in the Suburban precinct: i. where not creating a rear lot, has a minimum size of 400m²; ii. where creating a rear lot, has a minimum size of 500m²; or	AO11 No acceptable outcome provided.	Complies. The proposed 1 into 2 ROL maintains lot sizes which are greater than 500m ² consistent with the intended lot size and character of the precinct. The proposed lots also maintain a block pattern that accommodates traditional backyards, large trees and wider frontages.

c. in the Village precinct: i. where not creating a rear lot, has a minimum size of 500m²; ii. where creating a rear lot, has a minimum size of 600m².		
Social and health impact		
PO12 Development enhances the positive impacts and mitigates or avoids the negative impacts for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment. Note - Compliance with this performance outcome is to be demonstrated by a detailed social and health impact assessment report prepared in accordance with Part 2 of Planning scheme policy 7 - Social and health impact assessment.	AO12.1 Development meets the criteria for the uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment where involving the sale or consumption of liquor. AO12.2 Development does not provide for gaming.	Not Applicable.
Large suburban precinct, Small lot precinct, Suburban precinct, Village precinct		
Land Uses		
Shop		
PO13 A Shop: a. is of a scale and character suitable to ensure that the residential amenity is maintained; b. serves the local residents' daily needs; c. does not undermine the viability of a nearby centre or the centre hierarchy. Note - Planning scheme policy 2 - Economic need and impact assessment outlines the appropriate measures to be taken into account to achieve this outcome.	AO13 A Shop: a. has a maximum gross floor area of 200m² per tenancy; b. is not within 800 metres of another Shop.	Not Applicable.
Food and drink outlet		
PO14 A Food and drink outlet: a. is small-scale; b. protects residential amenity; c. does not undermine the viability of a nearby	AO14 A Food and drink outlet: a. has a maximum gross floor area of 200m² per tenancy; b. is not within 800 metres of another Food and	Not Applicable.

centre or the centre hierarchy.	drink outlet; c. does not include a drive-through facility.	
Acreage precinct		
Design		
Built form		
PO15 The Acreage precinct has a residential built form where the landscape or bush character dominates the built environment.	AO15 No acceptable outcome provided.	Not Applicable.
Site cover		
PO16 Development in the Acreage precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO16 Development in the Acreage precinct has a maximum site cover of 20 percent.	Not Applicable.
Large suburban precinct		
Design		
Built form		
PO17 The Large suburban precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.	AO17 No acceptable outcome provided.	Not Applicable.
Site cover		
PO18 Development in the Large suburban precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO18 Development in the Large suburban precinct has a maximum site cover of 50 percent.	Not Applicable.
Small acreage precinct		

Design		
Built form		
PO19 The Small acreage precinct has a residential built form, which is characterised by Dwelling houses in an urban landscape setting, where the landscape character dominates the built environment.	AO19 No acceptable outcome provided.	Not Applicable.
Site cover		
PO20 Development in the Small acreage precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO20 Development in the Small acreage precinct has a maximum site cover of 35 percent.	Not Applicable.
Small lot precinct		
Design		
Built form		
PO21 The Small lot precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.	AO21 No acceptable outcome provided.	Not Applicable.
Site cover		
PO22 Development in the Small lot precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO22 Development in the Small lot precinct has a maximum site cover of 60 percent.	Not Applicable.
Suburban precinct		
Design		
Built form		

PO23 The Suburban precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.	AO23 No acceptable outcome provided.	Complies. The proposed 1 into 2 ROL maintains the existing built form and character of the area.
Site cover		
PO24 Development in the Suburban precinct has a site cover that reflects a development intensity that is consistent with the intended character of the precinct.	AO24 Development in the Suburban precinct has a maximum site cover of 50 percent.	Complies. The proposed 1 into 2 ROL will create a new free hold lot which will be subject to a future building approval.
Village precinct		
Design		
Built form		
PO25 The Village precinct has a residential built form, which is characterised predominantly by Dwelling houses in an urban landscape setting.	AO25 No acceptable outcome provided.	Not Applicable.
Site cover		
PO26 Development in the Village precinct has a site cover that reflects a development intensity consistent with the intended character of the precinct.	AO26 Development in the Village precinct has a maximum site cover of 50 percent.	Not Applicable.

9.4.6

Reconfiguring a lot code

Table 9.4.6.3.1 - Reconfiguring a lot code: assessable development

Performance outcomes	Acceptable outcomes	Comments
For assessable development		
Boundary realignment		
PO1 A boundary realignment results in lots that are consistent with the size and dimension of lots in the zone and precinct.	AO1 A boundary realignment complies with the standards specified in Table 9.4.6.3.2 - Reconfiguring a lot and Table 9.4.6.3.3 - Reconfiguring a lot: local plans.	Not Applicable.
PO2 A boundary realignment ensures a use and its necessary associated infrastructure are located on the same lot.	AO2 A boundary realignment ensures that a building or structure that is not intended for common use and sharing by a formal title arrangement is not located across a boundary or within a setback required elsewhere in the planning scheme.	Not Applicable.
Design		
PO3 Reconfiguring a lot results in lots of a size, shape, dimension and density that are: - consistent with their intended use and the intended character of the applicable zone, local plan and precinct; - safely accessed and serviced. Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.	AO3 Unless involving an approved Multiple dwelling, a new lot complies with: - Table 9.4.6.3.2 - Reconfiguring a lot; or - Table 9.4.6.3.3 - Reconfiguring a lot: local plans; or - a preliminary approval for reconfiguring a lot.	Complies. Proposed lots are compliant with provisions outlined in the LDR Village Precinct.

PO4 Reconfiguring a lot results in functional lots that: a. can be safely accessed and egressed by vehicles; b. provide for safe and efficient on-site refuse collection; c. contain the necessary on-site utilities and infrastructure without impacting, or being impacted by, vehicle access and servicing; d. provide durable site access constructed to withstand heavy vehicles.	AO4.1 Where a passing bay is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots with driveway access exceeding 30 metres in length provide: a. one passing bay for every 30 metres of length; b. passing bays with a width of 2.5 metres (total driveway width of 5.5 metres) and length of 6 metres with 45 degree tapers as identified in Figure 3.4.5.1.3 - Passing bay dimensions. AO4.2 Where on-site refuse collection is identified as required in Table 9.4.6.3.4 - Additional requirements for rear lots, lots provide for: a. a refuse collection vehicle to enter and exit the site in a forward gear; b. a 10.3 metre long refuse collection vehicle to undertake a maximum three point turning manoeuvre with sufficient clearance to any obstructions; c. the access driveway (including crossover) to be designed to withstand heavy vehicles.	Not Applicable.
PO5 Reconfiguring a lot is designed to: a. protect significant natural features; b. protect landscape amenity values; c. minimise the amount of excavation and filling. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO5 No acceptable outcome provided.	Complies. Impact to the natural environment is to be minimized as much as possible. No clearing of any significant vegetation is proposed as a part of this development.
PO6 Reconfiguring a lot facilitates a movement network that: a. is permeable; b. supports active transport. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO6 No acceptable outcome provided.	Complies. Proposed lots have street frontage that supports maneuvering and access.

PO7 Reconfiguring a lot provides that the orientation of a road and lot facilitates the development of energy efficient buildings that respond to local climatic conditions. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	A07 No acceptable outcome provided.	Complies. Proposed lots have a street frontage that supports maneuvering and access. The vacant lot will have sufficient space for a compliant future dwelling design.
PO8 The location and orientation of residential lots enables the siting of buildings to mitigate potential adverse impacts from rural activities, Medium impact industry, High impact industry or Special industry.	A08 A lot for a residential purpose is not created within the distances stated for any of the following: a. 1,500 metres of a Special industry; or b. 500 metres of a High impact industry; or c. 500 metres of an Intensive animal industry; or d. 300 metres of an Intensive horticulture or Wholesale nursery; or e. 250 metres of a Medium impact industry.	Complies. The proposed lots are not located within 1,500m of any industry uses other than low impact industry.
Where creating 10 or more lots in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone		
PO9 Reconfiguring a lot achieves a diverse lot mix and high quality streetscape by: a. providing a wide variety of frontages; b. providing lots with noticeable frontage variation when observed from the street. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.	AO9.1 Reconfiguring a lot is developed in accordance with the diversity standards specified in Table 9.4.6.3.5 - Frontage requirements. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome. Note - For the purpose of Table 9.4.6.3.5 - Frontage requirements, the frontage of a corner lot is measured from the back of the truncation along the nominated road frontage to the side boundary of the adjoining lot. Planning scheme policy 8 - Urban design provides guidance for measuring the frontage of a corner lot. AO9.2 Reconfiguring a lot results in no more than three adjoining lots with the same frontage.	Not Applicable.
Access easement		
PO10 An access easement:	AO10 No acceptable outcome provided.	Not Applicable.

a. is fit for its particular purpose; b. has a safe access point; c. provides access and manoeuvring for on-site refuse collection where creating four or more rear lots for residential activities; d. does not adversely affect adjoining premises having regard to any of the following: i. traffic; or ii. accessibility; or iii. parking; or iv. privacy; or v. amenity Editor's note - Planning scheme policy 5 - Infrastructure provides guidance on the design standards for access driveways.		
Lots adjoining an urban arterial road		
PO11 Reconfiguring a lot is designed to enhance the visual amenity of an urban arterial road and avoids creating a streetscape that is likely to be dominated by fencing ancillary to future land uses.	AO11 Reconfiguring a lot that results in lots that adjoin an urban arterial road provides: a. a land dedication of a road for public use to Council between the lot/s adjoining the urban arterial road and the urban arterial road that: i. is a minimum of 3 metres wide; ii. extends for the full length of the lot boundaries that adjoin the urban arterial road; iii. is landscaped with native, locally endemic species at a density sufficient to screen the development from view from the urban arterial road; or b. a constructed road between the lot/s adjoining an urban arterial road and the urban arterial road; or c. a constructed road in accordance with section 7.2 of Planning scheme policy 5 - Infrastructure where located within a general planning layout area. Note - AO11(c) only applies to development identified in a	Not Applicable.

	general planning layout in section 7.2 of Planning scheme policy 5 - Infrastructure.	
Approved multiple dwellings		
PO12 Reconfiguring a lot where material change of use has been granted for three or more multiple dwellings does not compromise the lawfulness and function of the approved use.	AO12 Reconfiguring a lot where material change of use has been granted for three or more dwellings: a. ensures the dwellings are completed in accordance with the approved plan of development associated with the material change of use; b. does not result in a building that straddles a boundary; c. does not compromise the use of a multiple dwelling as a self-contained residence.	Not Applicable.
PO13 Reconfiguring a lot where a material change of use has been granted for three or more dwellings: a. is in the form of a community title scheme with a body corporate to ensure equitable and ongoing maintenance of any shared facilities or infrastructure; or b. establishes freehold lots only if: i. all the proposed lots have direct road frontage to a dedicated constructed road; ii. equitable and ongoing maintenance of any shared facilities or infrastructure is provided.	AO13 No acceptable outcome provided.	Not Applicable.
Where within a regulated access area		
PO14 Development within Figure 9.4.6.3.1 - Regulated access area: a. does not result in additional lots gaining vehicular access from Beenleigh-Redland Bay Road or California Creek Road; b. supports the extension of the local access	AO14 Development is designed to comply with Figure 9.4.6.3.1 - Regulated access area.	Not Applicable.

road network.		
Where within a local plan area		
PO15 Development provides streetscape elements in accordance with the streetscape sections specified in the relevant local plan.	AO15 No acceptable outcome provided.	Not Applicable.

9.4.7

Servicing, access and parking code

Table 9.4.7.3.1 - Service, access and parking code: accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Provision of parking spaces for vehicles		
PO1 Vehicle parking, loading and servicing and pick up/set down areas are provided that satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to: a. the particular circumstances of the premises including the: i. nature, intensity and hours of operation of the use; ii. desirability of providing a car park and attracting vehicles to the premises; iii. maximum number of employees and customers to be on the premises at any one time; iv. size, levels and dimensions of the premises; b. the proximity of the premises to an existing or future Parking station, other available car park or public transport facility.	AO1 Vehicle parking, vehicle washing, loading and servicing and pick up/set down areas are provided: a. for a use listed in Table 9.4.7.3.2 - Vehicle parking and servicing, to comply with columns 2 to 5 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. for a use not listed in Table 9.4.7.3.2 - Vehicle parking and servicing, in accordance with a car parking assessment report to be provided to the local government and prepared in accordance with Part 2 of Planning scheme policy 5 - Infrastructure. Editor's note - For building work, Car parking for people with a disability is to be provided in accordance with Table D3.5 - Carparking spaces for people with a disability in the Building Code of Australia.	Complies with Acceptable Outcome The proposal is for a 1 into 2 lot subdivision of land. No building work is proposed.
PO2 Development with a security gate provides accessible visitor vehicle parking in front of the security gate.	AO2 Development with a security gate provides visitor vehicle parking that complies with Table 9.4.7.3.4 - Visitor parking spaces for uses incorporating a security gate.	Not Applicable No security gates are proposed.

PO3 A car park not being a Parking station provides free and unobstructed access for the use by employees and visitors during the normal hours of operation of the use.	AO3 A use, other than a Residential activity or a Parking station, provides vehicle parking that: a. is kept, used and maintained exclusively for car parking; b. is accessible to all employees and visitors during the normal hours of operation of the use with no encumbrance, fee or charge; c. does not have a gate, door or similar device that restricts vehicular access by employees or visitors.	Not Applicable The use is for a residential activity.
Provision of motorcycle parking		
PO4 Motorcycle parking is provided that is safe and functional.	AO4 Motorcycle parking is provided to comply with section 2.4.7 of AS2890.1:2004 - Parking facilities - Off street car parking.	Not Applicable No motorcycle parking is required.
Provision of bicycle parking		
PO5 Bicycle parking facilities are provided that: a. satisfy the likely demand for bicycle parking; b. are functional; c. are located close to a pedestrian entry to a building.	AO5 Bicycle parking facilities comply with: a. the rate specified in column 7 of Table 9.4.7.3.2 - Vehicle parking and servicing; b. AS2890.3-1993 - Bicycle parking facilities.	Not Applicable No minimum bicycle spaces are required.
Provision of vehicle manoeuvring area		
PO6 Development provides a safe and functional vehicle manoeuvring area.	AO6 Development provides a vehicle manoeuvring area that: a. enables vehicles to enter and exit the site in a forward motion where the development: i. is non-residential development; or ii. is for five or more dwellings;	Complies with Acceptable Outcome The proposal is for a 1 into 2 lot subdivision of land. No building work is proposed.

	b. accommodates the design vehicle specified in Table 9.4.7.3.5 - Design vehicle for a manoeuvring area; c. complies with section 3.4.4.10 - Manoeuvring areas of Planning scheme policy 5 - Infrastructure.	
Vehicle washing bay		
PO7 A vehicle washing bay does not cause environmental harm.	AO7 A vehicle washing bay provides that run off is discharged to: a. a grassed area or permeable landscape area; or b. the sewerage system.	Not Applicable No vehicle washing bays are required.
Car park access		
PO8 Vehicular access to a car parking area has sufficient queuing space to ensure a vehicle does not queue on a road, cycleway or footpath.	AO8 Vehicular queuing space to a car parking area: a. does not provide a turning movement, intersecting aisle or a speed hump in a queuing area; b. complies with Table 9.4.7.3.3 - Queuing spaces; c. complies with Table 9.4.7.3.6 - Queuing requirements for particular uses.	Not Applicable No vehicular queuing is required.
Access and driveways		
PO9 A driveway is safe, functional and does not adversely affect infrastructure.	AO9 A driveway is designed and constructed to comply with section 3.4.5 - Design standards for access and driveways of Planning scheme policy 5 - Infrastructure.	Complies with Acceptable Outcome The proposal is for a 1 into 2 lot subdivision of land. No building work is proposed.
Design and construction of a car parking area		
PO10 A car parking area is designed to:	AO10 A car parking area is designed and constructed in accordance with section 3.4.6 - Design	Not Applicable A car park is not proposed.

a. provide easy way finding for pedestrians, cyclists and motorists; b. provide appropriately sized and line marked spaces in accordance with relevant Australian standards; c. provide a convenient and safe pedestrian network; d. provide safe and efficient vehicle circulation; e. provide a progressive reduction in the speed environment in moving between the road and a parking space; f. provide a safe sight distance at a potential conflict point; g. provide for efficient and simple parking space search patterns; h. provide for uncongested public transport and service vehicle movements through the premises; i. keeps a heavy vehicle out of a parking aisle; j. ensure no heavy vehicle reverses across a pathway; k. prevent parking off a circulation road; l. prevent an adverse impact on the safety and efficiency of the existing or planned movement network; m. prevent a motorist from reversing on a road; n. prevent an unnecessary space that encourages illegal parking; o. address safety of users through appropriate lighting; p. be appropriately landscaped; q. be surfaced so as to be useable in all weather conditions; r. manage stormwater flows.	standards for car parking of Planning scheme policy 5 - Infrastructure.	
For assessable development		

Vehicle queuing		
PO11 Queuing associated with a drive through facility (including Service stations and Car washes) does not cause blockages to traffic on the road network. Note - Planning scheme policy 5 - Infrastructure provides guidelines on how to achieve this outcome.	AO11 No acceptable outcome provided.	Not Applicable A drive through facility is not proposed.